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TWENTY-EIGHTH BIENNIAL REPORT
OF THE
STATE HIGHWAY COMMISSION
OF
NORTH CAROLINA

1968-1969

1969-1970



Members of the North Carolina State Highway Commission

NORTH CAROLINA STATE HIGHWAY COMMISSION

Raleigh, North Carolina

FISCAL YEAR ENDED JUNE 30, 1969

FISCAL YEAR ENDED JUNE 30, 1970

D. McLAUCHLIN FAIRCLOTH, *Chairman*

MEMBERS OF THE COMMISSION

J. F. ALLEN	E. GWYN McNEIL
ROBERT G. BARR	CHARLES K. MAXWELL
CLIFTON L. BENSON	JOE W. NOWELL, JR.
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CHARLES R. DAWKINS	W. TED PHILLIPS
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W. FRANK MCCRAY	

GEORGE S. WILLOUGHBY, JR., *Highway Administrator*

JOHN DAVIS, *Chief Engineer*

JACK MURDOCK, *Secondary Roads Officer*

W. P. GARRISS, *Controller*



Governor Robert W. Scott

LETTER OF TRANSMITTAL

Raleigh, North Carolina
January 1, 1971

THE HONORABLE ROBERT W. SCOTT

Governor, State of North Carolina

Dear Governor Scott:

In accordance with the provisions of Section 23, Chapter 2 of the Acts of the General Assembly of 1921 (GS 136-12) we respectfully submit herewith the Twenty-Eighth Biennial Report of the State Highway Commission of North Carolina.

Sincerely,

D. McLAUCHLIN FAIRCLOTH, *Chairman*

GEORGE S. WILLOUGHBY, JR., *Administrator*

"The economy of our state depends, in large part, upon the quality of our highway system, and a good road is far more than just a means of traveling from one point to another. It is an absolute necessity in attracting new industry and creating jobs which will improve the lives of North Carolinians by increasing their incomes."

ROBERT W. SCOTT
Governor
State of North Carolina

FOREWORD

To say it simply, the North Carolina State Highway Commission has the responsibility for providing a safe and efficient highway system for the transportation of people and goods.

When the Highway Commission has done this, it will have met its full responsibility but the task is a never ending one.

After all, it is predicted that there will be 25 per cent more cars traveling the nation's roads by 1975, so efforts to meet this challenge can never cease.

And while providing a system that will safely move people and goods, the Highway Commission's efforts play a vital role in the state's economic and business life. All areas of our society—including business, industry, agriculture, forestry, recreation and tourism—depend on highways.

Good roads are as important to industry seeking a site for a plant as are good schools, or an adequate labor supply. Industries demand good highways to get their raw materials to the plant and their finished product to the market place.

In this year of the census, there has been a continuing trend in certain rural areas of our state where population is diminishing. Small farmers, frustrated in an attempt to make a living in a society that is turning to large mechanized farms, are leaving their areas to seek employment in urban areas.

If North Carolina is to reverse this trend, then it must bring better roads to these eastern and western counties so that new jobs may become available.

The State Highway Commission has been very much aware of this and has realized that it has a duty to see that these areas are not neglected.

It is not an easy task.

The needs in the urban areas, where the people and the traffic are more heavily concentrated, demand attention because roads must not be allowed to get to the point where they are oversaturated with vehicles.

But a road is more than just means of getting from one place to another.

It is an economic weapon that must be used to fight for a better way of life for the people in all parts of North Carolina. Only if the state's highway program is used in this fashion will it serve the best interest of all.

THE BIENNIUM IN BRIEF

For the North Carolina State Highway Commission, the biennium from July 1, 1968 to June 30, 1970 was a period of transition as well as achievement.

During the first year of the two year period, the Commission operated with the last of funds provided by the \$300 million bond issue which was approved by the people in 1965, then switched to a "pay as you go" method of financing in 1969-70, using the added two-cents per gallon gasoline tax increase and a small increase in license fees approved by the General Assembly in 1969.

It was also a year of transition in that the terms of the 14 Highway Commissioners appointed in 1965 ended on June 30, 1969 and this group was replaced by the 23-member Commission which was named by Governor Robert W. Scott, who successfully got the General Assembly to enlarge the Commission.

A new highway chairman, D. McLauchlin Faircloth, was appointed by the Governor in early 1969 and assumed office in February of that year, succeeding Joe Hunt, who had held the post during the previous administration.

The new commission, which took office in July, 1969, took a minimum of time to get a vigorous construction program underway.

At the request of Governor Scott, the Commission doubled the allocation for secondary roads in 1969 from \$16 million to \$32 million. This resulted in record work on farm to market roads.

The Governor, from unallocated surplus funds, ordered \$2.2 million spent to replace 22 unsafe bridges in 19 counties.

In November, 1969, meeting in Nags Head, the Commission listed priority primary and urban projects—nearly 200 in number—that would be constructed in all sections of the state. These projects, which were for primary roads, were submitted by individual commissioners and then screened by a committee from within the Commission on a basis of need. It was announced that the list would be periodically updated.

The biennium saw steady progress toward completion of the state's Interstate Highway System. Probably the most spectacular project in this category was the Pigeon River Gorge section of Interstate 40, a 22-mile stretch through rugged mountain territory which cost \$33 million. It included the only tun-

nels on the Interstate System east of the Mississippi River at the time it was opened.

Another long-awaited completion was that one of the \$16 million lift-span bridge across the Cape Fear River at Wilmington, the only such bridge in the state.

As the biennium closed, the Highway Commission, with funds from the increased gasoline tax, was on its way to set a record during the calendar year on the amount of contracts let, and the staff of the Highway Commission was harder at work than at any time in history.

If the present financing is allowed to continue, this administration will break all records in highway construction and this opinion is shared by everyone connected with the Highway staff.



Raleigh's Downtown Boulevard, State's Busiest

CONTRACTING ACTIVITY

Even in a period when there was a change of administration, there was no letup in construction activity during the 1968-1970 biennium.

During the first year of the two-year span, the Commission had funds from the 1965 Road Bond Issue, and during the final year this was supplanted by money made available under the "pay as you go" user tax plan.

During the fiscal year 1968-69, the State awarded 296 contracts for a total of \$148.7 million, and although there was a short interruption during which a new Highway Commission took over, the 1969-70 fiscal year's contracts totaled 243 separate awards for a total of \$135.2 million.

As the biennium ended, the pace of awarding contracts was being accelerated and it was apparent that on a calendar year basis, the year 1970 would break all highway records in both number of projects and total money.



Work at I-77 and Independence Boulevard in Charlotte

HIGHWAY FINANCES

Under North Carolina law, the construction and maintenance of such a system is financed through a user tax, which in this case means a levy on gasoline and fees from vehicle registrations.

Not one cent of ad valorem taxes is used to support highway construction or maintenance in the state.

During the biennium from July, 1968 to June, 1970 the State Highway Commission had funds from the Road Bond Issue of 1965 with which to construct primary, urban and secondary roads. This \$300 million dollars, approved at the polls by the people, enabled the Commission to greatly expand its efforts and gave it an extra \$60 million a year for five years for construction purposes.

As the bond money neared its end, the 1969 General Assembly approved a two-cents per gallon raise in the gasoline tax and a slight increase in car registration fees to finance an aggressive, viable highway construction fund.

This tax, which was designed to bring in some \$55 million to the state's highway program, supplanted the bond funds as a source of highway revenue. However, it had the added advantage of giving the Commission's state-wide highway improvement program the continuity it lacked under a five year "shot in the arm" program provided by the bond issue.

Although the Highway Fund gets no support from property taxes or from the General Fund, it is used to help support other state agencies. Among these are the Department of Motor Vehicles, the State Board of Education for Driver Education, the Department of Agriculture which performs fuel inspections and the State Utilities Commission.

Also, the Highway Commission returns to the state's incorporated cities and towns annually the revenues of one-half cent of the gasoline tax, as provided by law.

Also, one cent is used for debt service to retire the bonds voted under previous administrations. During the biennium, the last of the \$200 million dollar road bond issue which was approved during the administration of W. Kerr Scott in 1949 was retired.

Now the one cent tax will be used to retire the \$300 million bond issue which voters approved in 1965, during the administration of Dan K. Moore.

The state receives federal allocations each year for the construction of federal-aid highways, and these are matched by the state on a 50-50 basis, except in the case of interstate highway construction, for which the federal government pays 90 per cent. During the biennium, this federal aid has amounted to between \$75 and \$80 million a year.

And since 1965, North Carolina and a dozen other states of the Appalacian Region have participated in the Appalachian Regional Development Commission. This is a program which has as its goal the strengthening of the economy in the area, and better highways are a part of that plan.

Under the Appalachian program, the federal government originally paid for 70 per cent of the construction, but the matching ratio is now 50-50.

Following is a summary statement of revenues and expenditures for the fiscal year ending June 30, 1970.

1969-70

REVENUES AND PARTICIPATIONS

Motor Vehicle Revenue.....	\$267,058,795.13
Other Revenue.....	13,229,577.89
Debt Service Fund.....	24,763,829.29
	\$305,052,202.31
Federal-Aid Participation.....	\$ 91,268,874.38
Cities and Towns Participation.....	2,073,215.39
Property Owner's Participation.....	728,805.38
	\$ 94,070,895.15
TOTAL REVENUE 1969-70.....	<u><u>\$399,123,097.46</u></u>

EXPENDITURES

EXPENDITURES BOLD FACE.....	
Other State Agencies.....	\$ 27,140,949.86
Administration and Contributions to	
Social Security and Retirement System.....	21,076,476.02
	\$ 48,217,425.88
State Maintenance and Construction—Primary.....	41,518,354.57
State Maintenance and Construction—Secondary.....	73,489,090.11
State Maintenance and Construction—Urban.....	12,032,484.30
Public Service Roads.....	3,093,803.64
Capital Improvements.....	1,768,147.50
Federal-Aid Construction.....	97,757,457.37

State Aid to Municipalities.....	11,232,098.33
	<u>\$240,891,435.82</u>
Debt Service.....	\$ 39,069,816.80
	<u>\$328,178,678.50</u>
TOTAL CURRENT FUND EXPENDITURES.....	\$ 47,688,217.16
Bond Expenditures.....	<u>\$375,866,895.66</u>
TOTAL EXPENDITURES 1969-70.....	<u><u>\$375,866,895.66</u></u>



D. McLaughlin Faircloth
SHC Chairman



George S. Willoughby, Jr.
State Highway Administrator

THE HIGHWAY SYSTEMS

During the biennium just concluded, the total number of streets and highways in North Carolina rose to 85,460 miles.

Of this mileage, there are 9,980 streets which are not on the state system but are under control of various municipalities. There are also 1,854 miles of park roads which are under the jurisdiction of either the state or the federal government.

The remainder of the miles of highways, 73,626 miles, are the responsibility of the State Highway Commission. This makes the North Carolina Highway Commission responsible for the construction and maintenance of more highway mileage than any other single state agency in the United States.

Following is a brief summary of the progress made during the biennium on the state's road system primary, secondary, urban and interstate.

THE INTERSTATE HIGHWAYS

The Interstate Highway System moved steadily toward completion during the biennium from July, 1968 to June, 1970.

This system, designed to tie all parts of the nation together with a 41,000 mile network of freeways, was started in 1956 and now has a target completion date of 1976, but this will probably be extended due to rising costs of construction and the upgrading of standards.

Originally the completion date was 1972, but because of increase costs, cutbacks, and freezes of federal funds, the target date will be extended.

One of the most significant happenings to the Interstate program in North Carolina during the biennium was the addition of 67.2 miles to the original 770 miles originally allocated to the state. One addition will carry I-40 from I-85 near Durham via Raleigh to connect with I-95 near Smithfield. The other extends I-77 from its former southern terminus at Independence Boulevard in Charlotte to the South Carolina line.

During the two years, 41.9 miles were opened to traffic and another 119.8 miles were let to contract. Another 59.3 miles were nearing completion and were scheduled to be opened during the last half of 1970. This will make well over 500 miles of the state's allocation of 838 miles in use before the end of calendar 1970.

There are five interstate routes in North Carolina, and here is a brief look at each:

I-26 runs from the South Carolina line via Hendersonville to Asheville to connect with I-40. The entire route, some 40 miles, is either complete or under construction, but problems caused by a mountain slide near Saluda in Polk County have seriously delayed completion of the project.

I-40 runs from Greensboro to the Tennessee line, and much was completed on this highway during the biennium. The Pigeon River Gorge section which runs to the Tennessee line in the mountains was opened to traffic in October, 1968. Other sections, from West Asheville to Luther and from Winston-Salem to Statesville were to be opened before the end of 1970. This leaves three missing links—from Cove Creek to Clyde, which is under construction; from Old Fort to Asheville for which right of way is being acquired and from Hildebran to Conover, which was due for a public hearing in 1970. Both the Pigeon

River section and the Winston-Salem to Statesville section are major achievements in opening I-40 to the traveling public.

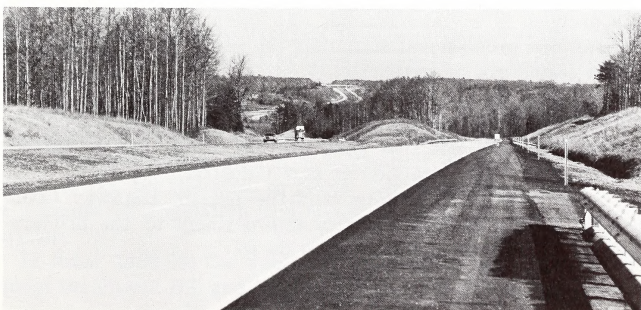
The extension of I-40 from Durham to Smithfield was being studied at the end of the fiscal year to see just where it should be located.

I-77, with the extension granted in 1968, now runs from the South Carolina line, through Charlotte and to the Virginia State line. Three contracts were let on this road during the biennium. Work in the Charlotte area, from Statesville to Elkin and from Elkin to the Virginia State line are the principal links which must be closed.

I-85, which has more North Carolina mileage than any other interstate highway, runs from the Virginia State line north of Henderson to the South Carolina State line near Gastonia. With the completion of the entire stretch of 31 miles north of Henderson and the link between Concord and Charlotte, both not later than 1972, there will be only one link incomplete—between Greensboro south to north of Salisbury, now a four-lane highway but not built to interstate standards. Work has been started on this last link.

I-95 is the state's "eastern" interstate, running from the Virginia State line north of Roanoke Rapids to the South Carolina line south of Lumberton. During the biennium, the link between Lumberton and South Carolina was let to contract, leaving a bypass of Fayetteville and 37 miles between Gold Rock and Kenly yet to construct.

Progress on building these missing links depends upon federal allocations, which may vary from year to year.



A Newly Opened Section Of Interstate-40

THE PRIMARY HIGHWAY SYSTEM

North Carolina's Primary Highway System, which is composed of those roads in the state bearing US or NC designations before their numbers, connects the state's principal cities and towns. It is more than 13,000 miles long, which is more mileage than the entire system of all types of highways under state control in the neighboring state of Tennessee.

There has long been a desire in the state for a major, multi-lane highway that would connect the coastal region in the east with the mountains in the western section of the state.

The biennium covered in this report, 1968-70, saw much progress in this effort. At last, the prospect of an east-west four lane highway is within sight.

The present Commission gave top priority to completing the four-lane highway is within sight.

City to Durham, where it connects with the east-west Interstate I-85.

It also gave the green light to making US 74, from Wilmington on the coast to Charlotte and on to reach Interstate 26 in Polk County in the west four-lanes.

Projects to complete these are active, and in some stage of planning design, right of way purchase or actual construction. And in all parts of the state there was a definite surge in highway activity, especially in the year 1969-70.

With about 1,000 miles of four-lane highway open to traffic, North Carolina needs over 500 more miles of multilane roads as quickly as it can construct them.

With the increased funds provided by the 1969 General Assembly, the State Highway Commission has been able to attack this problem in a viable manner and there is confidence on the part of the professional staff that the challenge of increasing future traffic can be met.

It is the feeling of the Highway Commission that better primary roads are vitally needed to improve North Carolina's economic picture, and that good primary roads are of utmost importance in the attraction of new industry.

This is one of the reasons why the present Highway Commission gave highest priority to improvement of the primary system and intends to continue to do so.

THE URBAN SYSTEM

Even though North Carolina has no large population center, its urban traffic problems are demanding more and more attention each year. And this will be increasingly true in the immediate future as more cars appear on the state's highways.

During the biennium 1968-70, many streets within incorporated cities and towns which are on the state system were improved, and work was pushed on the completion of thoroughfare plans which have been adopted by more than 100 municipalities, in agreement with the State Highway Commission.

This urban construction is the most sophisticated and the most expensive that the Highway Commission attempts. In Charlotte, for instance, freeway construction during the biennium totaled some \$40 million and much remains to be done.

The City of Winston-Salem has informed the Highway Commission that an estimated \$80 million in projects is needed in that city, in their estimation.

Some projects which completed during the biennium, 1968-70, were Church Street in Burlington; the US 64 Bypass of Ashboro; Garrison Boulevard in Gastonia; Ward Boulevard in Wilson and the first segment of the Durham Expressway, to list a few.

Also, during the biennium, a new program was started under which the federal government agreed to participate on a matching basis with cities of over 5,000 population, with the state acting as a supervisor of the projects.

This program, called Traffic Operations Program to Improve Capacity and Safety (TOPICS) was approved in the Highway Act of 1968 and became operative in 1969 with the enactment of appropriate state legislation. Several cities and towns have already started work on TOPICS to relieve critical traffic problems, and more municipalities are expected to take advantage of this in the future.

The two years of the biennium also saw incorporated cities and towns in the state receive increased sums from the Powell Bill program, which directs that one-half of one cent of the gasoline tax be allocated to North Carolina municipalities on a formula of population and street mileage not on the state system.

In fiscal 1968-69, the sum of \$10.4 million was distributed under the Powell Bill and in 1969 this increased to \$11.2 million.

THE SECONDARY ROADS SYSTEM

The North Carolina Secondary Roads System has undergone a startling transformation during the past two decades.

It was in 1949 that Governor Kerr Scott started his program to "get North Carolina out of the mud." At that time, only about 7,000 miles were paved, out of a total of 49,000 miles on the state secondary system.

A successful \$200 million bond issue, which the voters approved, started an intensive paving program of farm to market roads and at the end of fiscal year, 1970, more than 36,000 miles of the state secondary system were black topped. At that time, the system had grown to include 60,543 miles of secondary roads.

In recent years, as more and more North Carolinians have gone to work in industrial plants in metropolitan areas, the secondary system has involved into an important factor linking rural areas to primary highways feeding into cities. Many of these roads now carry large traffic loads, more than many of the state's primary highways.

The biennium from July, 1968, to June, 1970, saw significant progress in the improvement of the state's secondary system.

During the first year of the biennium, the allocation for secondary roads was \$16 million, and 384 miles were paved for the first time and 343 miles were stabilized or otherwise improved.

In the 1969-70 fiscal year, the secondary allocation was doubled to \$32 million. During this year, 1,212 miles were paved, and 444 miles were stabilized or otherwise improved.

As the paved mileage on secondary roads increases yearly, so does the overall maintenance cost. It takes about twice as much money annually to maintain a paved road as it does a secondary road, and as the state continues to add to its paved mileage, its maintenance costs will increase annually.

BRIDGES

North Carolina had a banner two years in bridge construction during fiscal year 1968-70.

Besides opening to traffic several major new spans, the State Highway Commission let over \$48 million in bridge contracts during the biennium. In the first year, contracts totaling \$25.3 million were awarded, and in the second year the total was \$23.6 million.

One of the larger bridges opened was the most expensive in the state's history—the \$16 million Cape Fear Memorial Bridge over the Cape Fear River at Wilmington. The bridge is a lift-span facility, the first of its kind in the state.

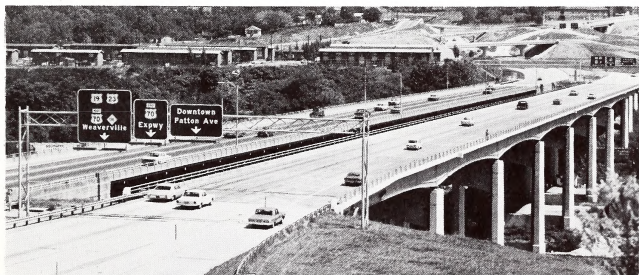
Another major bridge to be opened was the West Asheville Bridge over the French Broad River at Asheville, which is 1,315 feet long and cost \$1.2 million.

Among much needed bridges let to contract during the period was one to connect Emerald Isle with the mainland, a site where more than one million people rode ferries in 1969 and dual bridges over Deep River and a proposed Randleman Reservoir on US 220 in Randolph County.

Although progress in bridge construction has been steady, there remains much to do to bring the state's bridge system to a state to meet the challenge of the 1970's.

The state has almost 16,000 bridges on its system and less than 900 of these were built since 1935, which gives some idea as to the age of most of the state's highway spans.

Governor Scott recognized the need to upgrade older bridges when he allocated \$2.2 million to replace 22 sub-standard bridges in 19 counties.



Traffic Crosses the New West Asheville Bridge

RIGHT OF WAY

With the record amount of highway construction that went on during the 1968-70 biennium, it was a foregone conclusion that the cost of acquiring right of way would remain at high level. However, the biennium's total was slightly under that recorded in the previous two years, when the \$300 million road bond program was going full blast.

The total right of way acquired by the Highway Commission during the biennium that concluded June 30, 1970 was \$46.1 million. Of that amount, \$27.2 million was acquired during the first year and \$18.9 million during the second year. In the previous biennium, the state spent \$49.5 million for right of way.

Since the momentum of construction is expected to continue, Highway officials believe the figures for right of way costs will continue to be high, and contributing to this belief is the ever rising cost of land and property.

In many instances, also, the job of acquiring right-of-way is more difficult as federal regulations on the relocation of persons whose homes are taken by highway projects have become more stringent than they used to be.



Burlington's North Church Street's New Look

THE FERRY SYSTEM

The single large operation of the North Carolina Highway Commission which is not directly related to highways is the State Ferry System, which the Highway Commission operates.

There are six state maintained and operated ferry routes in the state—one across a river and five crossing ocean sounds. Four are toll free, while on two—the Ocracoke-Cedar Island route and the run from Southport to Fort Fisher, tolls are charged.

The other four routes are between the Mainland and Emerald Isle; between the Mainland and Knotts Island; across the Pamlico River from Aurora to Bayview and across Hatteras Inlet to Ocracoke Island.

In almost all instances, the ferry traffic is increasing annually and the years in the 1968-70 biennium were no exception.

Over two million persons used the ferries in the fiscal year 1969-70, and of this total, slightly more than one million rode the Bogue Sound ferry between the Mainland and Emerald Isle. A bridge is now under construction to the island to take care of the ever increasing traffic at that point.

Almost a half-million persons went to Ocracoke and back over the free ferry across the Hatteras Inlet in the same year, and another 140,000 chose to visit the island on the toll ferry route from Cedar Island, a two and one-half hour ride.

Although the cost of operating the ferries is high, they are regarded as a prime tourist attraction. The fact that more than two million persons a year are using them would seem to substantiate this.



At the Christening of the State Ferry Herbert C. Bonner

HIGHWAY SAFETY

As new miles of highways are built in North Carolina and more new automobiles appear under control of more newly created drivers, the element of highway safety grows in importance in the everyday lives of North Carolina's citizens.

The State Highway Commission has been long aware of the need for a concerted effort to help drivers operate their vehicles in as safe a manner as possible. In 1963 a pilot safety program was conducted in six counties in the State which showed that a coordinated and aggressive program directed toward traffic safety can be effective.

Congress took action in this field and produced the Federal Highway Safety Act of 1966. North Carolina's Highway Commission began its first full-scale safety program for its rural highways in 1967 and in 1968, in conformance with the standards of the 1966 Act, created a new organizational unit to work exclusively with accident records, their analysis, investigations, engineering improvements, evaluations thereof, and plans for new facilities.

This new group, entitled the Accident Identification and Surveillance Unit, operates within the Commission's Traffic Engineering Department and is composed of four sections. The Accident Identification Section is mainly responsible for handling the approximately 120,000 accident reports sent in annually from all police organizations in the State. From the information contained in these reports hazardous locations are identified and many analytical studies are made for agencies throughout the State.

After these bad locations are identified, the Accident Investigation Section makes field studies, acquires other necessary information, analyzes all the data, and produces recommendations for improvements aimed at aiding in reducing or eliminating whatever accident problems exist there.

After an improvement project has been in place for a suitable period of time, usually not less than a year, the Identification Section makes a "before and after" study to evaluate the effectiveness of the treatment. If necessary, additional treatment will be recommended.

The Design Review Section examines plans of major projects to see that all elements of design which might make the proposed new road safe have been considered. This section also

performs many special studies such as may concern highway illumination, intersection capacity, and stopping and passing sight distance availability.

The Headquarters Section coordinates the activities of the unit and supervises its operation.

The entire highway system network, then, of nearly 74,000 miles, plus much of the municipally-owned and operated systems, is kept under surveillance by computer techniques and checked at least annually to spot problem locations before they become too dangerous.

In a recent study of a number of locations where safety improvements had been in place long enough to provide a suitable accident history, evaluation studies showed an average accident reduction rate of about 11 per cent had been achieved.

With a continuation of the excellent cooperative effort existing between educational, enforcement, and engineering branches of the State Government, the only limiting factor on safe driving on North Carolina's highways will be the attitude of drivers themselves.



Accident Frequency Report Is Given Governor Scott

PERSONNEL

The Personnel Department continues to make progress in areas of recruitment, employee relations programs, in-service training, pre-retirement, management, and many other areas.

During the spring months of 1970, pre-retirement counseling meetings were held throughout the state. All employees over age 60 were invited to attend. Representatives from the Retirement System, Social Security Administration and an insurance carrier were present to offer advance information.

The Personnel Department is now in a position to offer better service to departments and divisions in all areas of personnel administration. Recent additions to the staff have released two Analysts for full-time assignment as representatives to specified divisions and departments. It is expected that other members of the staff will be available for part-time duty. We expect to be more active in personnel matters at the local level, assisting in problem areas, helping in recruiting, retirement counseling, investigating complaints, and generally being available to assist in any personnel area.

Recently, the Highway Personnel Officer was made responsible for the Internal Equal Employment Program. Department personnel will be available to assist divisions and departments in reviewing their employment posture, and making improvement where necessary.

Since 1968, the majority of the classifications in the Highway Commission have been studied and revised upward in salary grade. We are continuously reviewing our employment picture, making salary comparisons, and making recommendations on these positions and classes which we feel should be reviewed.

In January, 1970, the Personnel Department with the approval of the Administrator, established an Advisory Committee on Training. This Advisory Committee with members appointed from various departments of the Highway Commission is charged with the responsibility of studying and recommending in-service training programs to benefit every employee of the Highway Commission. Information and studies suggested through this Committee have enabled the Personnel Department to place priorities on training and development of employees in areas and departments of the greatest need.

Continuation of the Highway Commission's Career Development Programs and its expansion presently include Cooperative

Educational Programs with W. W. Holding Technical Institute and Fayetteville Technical Institute. On the college level, Virginia Polytechnic Institute and our new program with North Carolina State University at Raleigh is fully operational.

Recruiting and development of technicians and engineers is based upon projected, planned personnel needs of all departments within the Highway Commission. The Career Development Program gives individual attention to each trainee in an effort to utilize the individual abilities to the fullest extent. The Developmental Program gives the new recruit an opportunity to gain valuable work experience in each of the highway functions such as planning, design, construction and maintenance.

Approximately 30 civil engineering graduates are maintained on the Career Development Program at all times to assure the Highway Commission of a ready reserve of engineering manpower. Approximately 25 civil technology and cooperative students are maintained on the Career Development Program at all times.

The Highway Commission through its recruitment program on various university campuses has attracted more engineers with Masters and professional degrees than in past years. Through a continuing improvement of selection procedures, the caliber of engineering and technical personnel employed is steadily increasing.



I-40 and I-26 Meet at this Asheville Tri-Level Interchange

MAINTENANCE

The highway system has grown to where it now consists of 73,625.90 miles, and as the system grows beyond this point the cost of carrying out the necessary maintenance operations will increase.

During the last biennium a little less than half of the Highway Commission's budget was spent for maintenance operations. This includes everything from small surface patching to contract resurfacing with hot mixes, improving roadside drainage, mowing of slopes, shoulders and median strips; the removal of ice and snow in winter; the maintenance of roadside rest areas and welcome centers; the maintenance and installation of all traffic control devices such as signs, signals and pavement markings, and the cost of electricity for traffic signals on State Highway System streets in incorporated areas; also, the maintenance and operation of draw-bridges over the navigable streams near the coast.

The total maintenance expenditures by the Highway Commission for the biennium just concluded was approximately \$175 million. During the past biennium approximately 75,000 tons of sodium and calcium chlorides were used. This was used in conjunction with many pieces of equipment, among which are over 800 motorized graders and six heavy duty large rotary snow plows together with the approximately 11,000 permanent employees and 2,000 temporary employees.

Maintenance crews in the event of deep snows begin working with salt and equipment on the interstate and major primary highways then turn their attention to lesser primary roads and important secondary roads with particular attention paid to bridges, and finally work the less important paved secondary and unpaved secondary roads.

Another phase of the maintenance operations which is associated with warmer weather, the Maintenance Department operates 1625 mowing machines of all types in mowing approximately 250,000 miles of shoulders and medians, islands and grounds around rest areas and welcome centers.

In addition to all of this, the Highway Commission is forced to spend approximately \$2.5 million per year to clean up litter along the highways deposited there by thoughtless motorists

and to repair or replace damaged signs and traffic control devices at a cost of approximately \$500,000.00.



I-40 Is Picturesque In Mountains



Cape Fear Bridge at Wilmington Is State's Costliest

“APPENDIX A”

NORTH CAROLINA STATE HIGHWAY COMMISSION

Raleigh, North Carolina

REPORT ON AUDIT

FISCAL YEAR ENDED JUNE 30, 1967

COMMISSIONERS

D. McLAUGHLIN FAIRCLOTH, *Chairman*

J. F. ALLEN
ROBERT G. BARR
CLIFTON L. BENSON
W. G. CLARK, III
TED W. PHILLIPS
CHARLES R. DAWKINS
ROY D. DEDMON
THOMAS W. ELLIS, JR.
CARROLL H. GILLAM
NOVILE C. HAWKINS
W. B. JOYCE
JACK B. KIRKSEY

W. FRANK MCCRAY
E. GWYN MCNEIL
CHARLES K. MAXWELL
JOE W. NOWELL, JR.
DAVID R. PARNELL
HUGH A. RAGSDALE
JAMES M. SMITH
LYNWOOD SMITH
W. ARTHUR TRIPP
E. J. WHITMIRE
W. S. WILLIAMS, JR.

W. P. GARRISS, *Controller*

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**DEPARTMENT OF STATE AUDITOR
BUREAU OF INSTITUTIONAL AND DEPARTMENTAL
AUDITING**

Raleigh, North Carolina

Advisory Budget Commission
Raleigh, North Carolina

Gentlemen:

We have examined the accounts and records of the

NORTH CAROLINA STATE HIGHWAY COMMISSION

Raleigh, North Carolina

for the fiscal year ended June 30, 1969 and submit herewith our report consisting of a Balance Sheet; Statement of Revenues; Statement of Appropriations, Apportionments, Participation, Allotments and Expenditures; various other supporting Exhibits and Schedules along with our footnotes thereto for the Current Fund, Bond Fund and Debt Service Funds.

As will be noted from the various statements, the Highway Commission keeps accounts and records for the Revenue collections and appropriations of the Highway Fund, in addition to the accounts and records of the Highway Commission. It would seem that the proper place to record the transactions of the Highway Fund would be the State Disbursing Office, in the same manner as it is done for the General Fund.

Responsibilities of the Controller

During our examination, we observed that some functions and responsibilities of the Controller were being performed in other Departments. General Statute 136-4. 1 provides, in part:

"The Controller shall, under the direction of the Chairman of the State Highway Commission, and in accordance with and subject to the requirements of the Executive Budget Act, develop formalize procedures, budgets, internal audits, systems, and reports covering all financial phases of Highway Activity."

The above statute, of course, intends that good financial controls be maintained over the functions of constructing and maintaining the Highway system of North Carolina. In several areas we observed that the Controller exercises little, if any, control over expenditures.

During our examination of work orders, we observed that bids are let and contracts for construction are executed under the direction of the Construction Engineer. The Controller's office has no knowledge of the Contracts or the amounts thereof until such time as they are approved by the Commissioners. Construction estimates are prepared in the field by the resident engineer in charge of the Construction project, then approved by the Division Engineer and the Chief Engineer. They are then

forwarded to the Construction Engineer's Department where they are clerically compared to the Contract under the supervision of Engineer I. An office voucher is prepared by the Construction Department and forwarded to the Controllers office for payment. From the data forwarded to the Controller, personnel in the Controllers office have no way of knowing if payment is warranted. There is no way for the Controller to furnish needed information, such as percentage of contract completion or the balance of contracts outstanding. The original contracts and Contractors Performance Bonds are not filed in the Controller's office, but in the Project Control office, even though they will eventually be liabilities of the Highway Commission.

It is requested that all contracts and contractors performance bonds be filed in the Controller's office and that clerical examinations be performed by employees responsible to the Controller prior to payment of the monthly estimates. This will allow establishment of good fiscal control over construction and allow the Controller's office to record and integrate into his financial statements the Contract amounts, earnings by the contractor and unearned contract balances.

Also, we observed that the Construction Department determines the qualified bidders through prequalification procedures which include an examination of the Contractors financial statements. We wonder to what extent engineering personnel are qualified to prepare "Statements of Source and Application of Funds". Computation of various ratios and their meaning, and interpret the effects of the various accounting methods used by the Contractors in these statement presentations. We recommend that a member of the Controller's staff prepare written interpretations of contractors financial statements.

Engineering and consultant contracts are maintained in the Assistant Chief Engineer's office. As estimates are received, the amounts are recorded in this office and then forwarded to the Controller's office for payment. These contracts are not reflected in the financial statements of the Commission in any manner. It is requested that these contracts and records be filed in the Controller's office so that he may properly record and reflect payments and unearned portion of these contracts in his records.

During our examination, we observed funds being received in departments other than the Controllers. For good internal control, the Controller's office should prepare all billings and receive all payments directly, except for minor sales of maps, etc.

Following is a listing of our basic recommendations. These recommendations are discussed in detail throughout the commentary along with the recommendation to strengthen Internal Control.

Summary of Basic Recommendations

1. Controller is responsible for all fiscal affairs of the State Highway Commission in accordance with G.S. 136-4.1.
2. Controller should report to Chairman only in respect to fiscal affairs in accordance with Executive Budget Act.

3. Accounting for construction contracts payable should be under the direct supervision of the Controller's office.
4. The Construction Contract Document, Contractor's Bond, and monthly payment vouchers should be on file in the Controller's office in as much as they represent liabilities of the Highway Commission and are support of Highway Fund payments.
5. Use of personnel proficient in accounting should aid in the evaluation of Contractor's financial qualifications in the prequalification procedures employed by the Commission.
6. The accounting for Engineering and Construction Contracts payable should be a function of the Controller's office and should be represented as a liability on the Commissions statements.
7. Contractors claims should be footnoted on the monthly financial statements.
8. Accounting for property management should be a function of the Controller's office including an inventory of "residue properties", rental income, and the sales of residue properties.
9. All inventories should be consolidated into a Stores Department. Procedures should be established whereby all purchases of materials and supplies should be accounted for through the Stores Department and requisitions should be made therefrom. The detailed accounting for the inventories and the issuing therefrom should be under the direct supervision of the Controller.
10. Procedures should be formulated whereby purchase orders would be used as a document to encumber funds so as to prevent the over expenditure of allocations. Procedures used in the Purchasing Department should be brought back into conformity with the regulations of the Purchase and Contract Division of the Department of Administration.
11. Budgetary Policy and Accounting treatment of transactions should be changed to conform with the "Manual of Uniform Highway Accounting and Financial Management Procedures" within the framework of the General Statutes of North Carolina and the rules and regulations of the Department of Administration and the Federal Bureau of Public Roads, and the Department of State Auditor.
12. Procedures should be formulated to accumulate cost data by route number and subsections thereof.
13. To conform with No. 11 above, the Controller's office should determine the source of allocations, work order, and project numbers based on the requests submitted by the Division Engineers and approved by the Highway Administrator for presentation to the Highway Commission for their final approval.
14. To eliminate duplication of effort the work order section of Project Control should be absorbed by the Controller's office

in as much as it is necessary for the Controller's office to keep on file work orders in support of allocations made by the Commission.

15. The function of the Internal Auditor is to determine conformity to State Highway Commission fiscal policy and the policies set forth by the Department of Administration. As a result he should be in complete control of his audit techniques in order to preserve his independence.
16. Policies and procedures in the Equipment Department should be reviewed and action should be taken on the following:
 - (1) Adjust rental rates to more closely meet operating cost and to eliminate annual profits.
 - (2) Rates should be based on usage factors rather than on arbitrary day or week bases.
 - (3) New equipment acquisitions should be made from State Appropriation in lieu of funds provided by Depreciation and net operating Equipment Dept. "Profit".
 - (4) Autos should be assigned to individuals using the vehicle and logs should be maintained thereon, and a report should be filed monthly for managerial examination.

Current Fund

During the course of our examination, it became apparent that we would need to make some adjustments to the sums shown on the Commissions June 30, 1969 Balance Sheet. Most of these adjustments are discussed fully by footnotes to the Balance Sheet, Exhibit "A", while others are discussed more fully in the following commentary.

At June 30, 1969, Accounts Receivable - Cities and Towns, had \$237,161.47 past due. As some of these receivables have been past due since June 30, 1957, it is recommended that these old accounts be turned over to the Attorney General's office for collection. If the Attorney General determines that these accounts are uncollectible, they should be written off. Of course, this will mean that State Funds have been used for the obligations of these cities and towns. As the Commission has signed contracts for the work performed for these cities and towns, it is recommended no further contracts be entered into with these delinquent cities and towns. It is further recommended that all future contracts with cities and towns contain a clause which will allow the Commission to withhold from "Powell Bill" funds sufficient amounts to cover any future defaults.

It was necessary for us to adjust the inventories in order to present in a more acceptable manner the sums shown. Equipment totaling \$370,448.70 was shown in the Completed Parts Inventory In Transit. This sum was adjusted by us, as this equipment was received prior to June 30, 1969. Also, \$334,439.34 of unfilled purchase orders included in Inventories were adjusted by us and transferred to other encumbrances.

Of the sum of \$2,752,855.47 shown as advance acquisition of Right-of-Way, approximately \$350,000.00 was expended for objectives other than

the purchase of land. Further, \$252,855.47 has been expended above the \$2,500.00 approved by the Budget Bureau in their letter of June 4, 1968.

Accounts Payable as shown by the Commission totaled \$6,839,007.91 on the Controller's Report. After making the necessary adjustments, the accounts payable totaled \$2,386,384.58, the difference being unfilled Purchase Orders shown by the Commission as accounts payable, rather than as encumbrances.

The \$14,329.28 shown as Undistributed Revenue represents revenue collections by the Department of Motor Vehicles, for which they did not furnish a distribution report to the Commission.

An analysis of changes in the Fund Balance is shown on Schedule A-1. As will be noted, it was necessary to decrease expenditures by the amount of unfilled purchase orders reclassified by us to "Other Encumbrances". These Purchase Orders had been classed as Accounts Payable by the Highway Commission. Had these purchase orders not been shown as expenditures by the Commission, total net expenditures shown by the Commission would have been \$231,258,650.55 and Encumbrance allotments would have been \$198,411,106.99 rather than \$194,528,437.52 as shown on Exhibits "A" and "C". As overdrafts in work orders totaled \$13,055,752.21, and the \$194,528,437.52 is a net figure of unexpended balances, and, assuming that all funds allocated to work orders will be used, it may be assumed that Encumbrance allotments are understated by the amount of the overdrafts. (See Commentary on Overdrafts below).

During our examination, we observed that Construction Contracts payable were not shown on the statements of the Highway Commission. From the Construction Department, we obtained information showing that approximately \$114,007,544.59 of contracts outstanding had not been earned by the Contractors at June 30, 1969. Provisions for this amount is supposed to be included in the encumbrance allotment amount of \$194,528,437.52. We were unable to verify these amounts and cite them only as an indication of the amounts involved.

Not included in the statements of the Commission in any manner are Engineering and Consultants Contracts payable. From the records maintained in the Assistant Chief Engineer's office, we determined the unpaid portion of these contracts to be approximately \$1,367,508.17 at March 30, 1970.

Also not shown on the Commissions statements are Contractor's Claims amounting to approximately \$1,853,938.92 at June 30, 1969. This sum was determined from information obtained from the audit and investigation section. These claims arise when the Contractor submits a claim for payment greater than the contracted amount. These claims are submitted to the Highway Administrator, who, with the Commissioners approval, may allow all or any part of, or may deny the claim in accordance with General Statute 136-29.

Exhibit "E" shows allocation from unappropriated surplus during the year. This surplus is the result of revenue collections by the Highway Fund being greater than appropriations. Chapter 1107 of the 1967 Session Laws states that collections in excess of estimated revenues

may be allocated in the next succeeding year by the Director of the Budget, "to increase the appropriations under Titles II and VI - 3, 4, 5(a), (b),(c),(d), 6 and 7." Title II is "Public Safety and Regulation" and Title VI is "Highways". It would appear that the \$84,000.00 allocated for the purpose of paving an airstrip on Ocracoke Island does not meet the requirements of Chapter 1107.

Exhibits "F" through "R", along with footnotes thereto, we feel to be self-explanatory.

Encumbrance Accounts (Exhibit "C")

The North Carolina State Highway Commission accumulates cost applicable to its field operations through a system of Encumbrance Accounts which are presented in Summary on Exhibit "C" under that title. The Encumbrance expenditures amounted to \$194,229,632.56 which constituted the majority of the Commissions expenditures as compared to general and engineering expenditures amounting to \$10,532,282.37 during 1968-69. The Encumbrances accounts are classified into five major categories: (1) Non Highway Departments—State Aid to Municipalities; (2) State Maintenance and Construction; (3) Federal Aid Planning and Research - HPS/HPR/PR; (4) Highway Construction - Federal Aid; (5) Capital Improvements.

The first category, State Aid to Municipalities (also referred to as the Powell Bill) is a summary presentation of appropriations, allotments, and expenditures in compliance with Section 136-41.1 through Section 136-41.3 of the General Statutes of North Carolina, which we feel is self-explanatory.

The second category, State Maintenance and Construction, summarizes adjusted appropriations and participations, allotments, and expenditures for maintenance and construction in the primary, secondary, urban, and public service road systems. Appropriations for these systems per the certified budget amounted to \$97,359,205.00 which was increased by \$15,449,537.00 and decreased by \$95,088.00 during 1968-69 as tabulated below. In addition to state appropriations presented below, participations amounted to \$2,545,965.87 for 1968-69.

	Amount
Appropriations per Certified Budget for Primary Secondary, Urban, Public Service Roads	\$ 97,359,205.00
Additions:	
Transfer from Legislative Salary Increase	\$ 2,216,791.00
Transfer From Merit Salary Increase	1,760,266.00
Transfer From Longevity Pay	173,387.00
Administrative Transfers Between Funds	3,413.00
Transfers From Unappropriated Surplus	11,295,680.00
Total Additions	<u>15,449,537.00</u>
Total Adjusted Appropriations	<u>\$112,808,742.00</u>
Deductions	
Transfers to Administrative Codes	95,088.00
Total Funds Appropriated to Primary, Secondary, Urban, and Public Service Roads	<u>\$112,713,654.00</u>

Participations	2,545,965.87
Total Appropriations and Participations for State Maintenance and Construction	<u>\$115,259,619.87</u>
During 1968-69 the Commission allocated all of the adjusted appropriations and participations as follows:	
Funds Allocated on Basis on Road Mileage and Population Formulas	\$ 99,650,000.00
Funds Allocated directly by the Governor from Unappropriated Surplus	11,295,680.00
Funds Allocated by the Commission on other than formular basis	1,767,974.00
Funds Allocated as a result of Participations	2,545,965.87
Total Appropriations and Participations Allocated	<u>\$115,259,619.87</u>

It has been the policy of the Budget Division of the Department of Administration to allow the State Highway Commission to allot all of its allocations to the State Maintenance and Construction Systems by the end of the fiscal year. Reference is made to Exhibit "C", Statement of Appropriations, Apportionments, Participations, Allotments, and Expenditures for a summarization of Current year allotments to the State Maintenance and Construction Systems. It should be noted that Unexpended Allotments at July 1, 1968 amounted to \$57,285,095.68, current year allotments amounted to \$115,259,619.87, net expenditures amounted to \$103,098,103.30, and at June 30, 1969, unexpended allotments amounted to \$69,446,612.25.

The Commission makes a further breakdown of allotments into project allocations and work order allocations which are presented on Exhibit "F" and Exhibit "G".

The third and fourth categories, Federal Aid Planning and Research and Federal Aid Construction are summary presentations of Federal Apportionments, City and Town and Property owners Participations, and State Matching Funds.

As apportionments are made by the Federal Bureau of Public Roads, it has been the policy of the State Highway Commission to accrue the apportionment and recognize it as revenue in the year in which it is made. State matching funds appropriated are not allotted until such time as projects reach the authorization stage and the federal funds are released and made available for obligation, and at the same time, placed under obligation. At this point the appropriate matching percentage of Federal and State Funds is "set up" on the projects to be expended as work progresses. It should be pointed out, however, that the State Highway Commission first makes expenditures on federal aid projects, and subsequently bills the Bureau of Public Roads for the appropriate matching portion of federal funds expended on the project under their current billing process.

Total expenditures for Highway Planning and Research during 1968-69 amounted to \$1,723,191.30 and Federal Aid Construction expenditures amounted to \$77,67,030.46. State federal aid matching funds allotted during 1968-69 for Highway Planning and Research and Federal Aid Construction amounted to \$522,731.55 and \$33,882,571.95 respectively as presented on Exhibit "C".

The fifth category of Encumbrance accounts presented on Exhibit "C" are the Capital Improvement Codes for the last four bienniums. A discussion of the various Capital Improvement Codes are made under that appropriate caption elsewhere in this commentary.

There are basically four types of numbered roads in North Carolina: (1) Interstate (2) State Primary (3) State Secondary and (4) Local. The ordinary layman refers to a particular road by these numbers such as U. S. 64 or I-95, or N. C. 50, or Woodcrest Drive, SR 2776. One would ordinarily expect that cost of construction or maintenance of the aforementioned numbered roads could be easily obtained from the records of the State Highway Commission; however, this is not the case, and it appears that it would take considerable research to ascertain such cost under the present numbering system used by the Commission to accumulate cost.

Generally the numbering system used in assigning work orders identifies the system, i.e. primary, secondary, urban, federal aid, etc. It also generally identifies the county and describes the type of work to be accomplished. It may also identify the division. If more than one source of funds are to be used to accomplish work on a particular project, there is no way to determine the source of funds used—that is current fund, bond fund, Capital Improvement, property owners participation, city and town participation, other sources. As a result, we found it extremely difficult or virtually impossible to ascertain any meaningful cost on a particular numbered road.

Budgets

During our examination, we observed that, except for salaries and wages, no expenditures are budgeted by object for the 3,000 departments, Field Operations. The Finance Department expended \$98,549.12 and the Planning Department expended \$1,650,522.27 for costs that were transferred to work orders in the Field Department, from funds budgeted by object in those departments.

According to the E. D. P. tabulation "Statement of Maintenance and Construction Expenditures by object at June 30, 1969", \$260,699,828.25 was expended in Field operations. Salaries, Permanent, totaled \$46,064,509.04 and salaries — temporary, totaled \$6,634,287.15. Therefore, expenditures from budgeted funds totaled \$54,447,867.58, leaving a balance of \$206,251,960.67 in expenditures not budgeted by object.

Included in the \$260,699,828.55 mentioned above is \$76,886,620.71 expended from the Bond Fund and \$1,317,882.48 from the Capital Improvement Funds. Expenditures by object are not budgeted by the Highway Commission for the Bond Fund and Capital Improvement Funds. (See Commentary on Bond and C. I. Funds below).

Not budgeting the Bond Fund and Capital Improvement Fund, of course, means the Commission has three resources, of which only one is budgeted. Expenditures of the Bond Fund and Capital Improvement Funds are made in the Field Departments, (3,000 Departments). Of the Salaries and Wages paid in the Field Departments, \$7,831,329.15 was

charged to the Bond Fund and \$327,371.06 was charged to the Capital Improvement Funds, Exhibit "K" and Schedule R-2.

In summary and conclusion we recommend a change in the present system of accumulating cost of the field operations for maintenance and construction expenditures. Budgetary Policy and the accounting treatment of transactions should be changed to conform with the "Manual of Uniform Highway Accounting and Financial Management Procedures" within the framework of the General Statutes of North Carolina and the Rules and Regulations set forth by the Department of Administration, the Federal Bureau of Public Roads, and the Department of State Auditor.

We feel that a change in the system is justified in order that sound planning, budgeting, management, reporting, and evaluation of performance can be accomplished in the Highway Commission. We realize there will be problems encountered in the changeover, such as budgeting items which are currently only indirectly related to road maintenance or construction, instructing employees in the use of the system, etc. However, we feel that the benefits from such cost accumulation and reporting will far outweigh the problems encountered in the initial change in the system. We further feel that a cost accounting system is the only system that will produce the financial data necessary for the proper reporting of Highway financial affairs, proper management, and planning.

Work Order Examination

During the course of our examination of the North Carolina State Highway Commission, we devoted much of our time to the various expenditures and receipts recorded in the Encumbrance Accounts. The Commission accumulates cost applicable to the encumbrance accounts in detail through a system of work orders. Each work order is applicable to a specific area of work or location, and after proper approvals are acquired, the work order is authorization for the expenditure of funds for the purposes cited in the work order.

Among some of the procedures employed by us, we made use of a computer program to randomly select certain work orders for our examination; in addition to this random sample, we selected certain objective code charges and credits for further examination. We also made a detailed examination of charges and credits made to specific work orders selected by us encompassing all the encumbrance accounts including the primary, secondary, urban, public service roads, and federal aid construction systems.

As a result of our examination a number of questions arose involving Budgetary policy and Accounting Treatment, Commission Policy, reliability, uniformity, and value of data accumulated; management use of financial and fiscal reports; and other questions related to specific charges or credits to work orders.

Budgetary Policy and Accounting Treatment

We observed in our examination of work orders that the accounting treatment for certain charges and credits made to work orders facilitates

the misclassification and understatement of both expenditures and revenues. By this treatment budgetary controls are circumvented, and the proper recordation and reporting of revenues and expenditures are somewhat misleading.

There are several basic reasons for the aforementioned accounting treatment. First, the existing procedures employed in the Highway Commission do not require the complete budgeting of expenditures and revenues in the encumbrance accounts by objective and functional classification except for salaries and wages which are only budgeted on a departmental basis. Secondly, the accounting for highway construction and maintenance is not kept on a cost accounting system whereby indirect cost can be properly budgeted and accumulated, and appropriately redistributed to specific projects on an acceptable allocation of cost basis. A third problem that exists is the accounting treatment for rents, reimbursements, and other receipts of a revenue nature which are neither budgeted nor shown as revenue, but are netted against expenditures as if they were refunds of expenditures. Finally, we observed that in many instances the Controller's office was not in complete command of the fiscal affairs of the Highway Commission as provided in the General Statutes of North Carolina; as a result many charges and credits to work orders were the results of processing accounting transaction on the instruction of other departments without the full knowledge of the financial and budgetary significance of the transaction or whether the transactions received proper treatment as to classification and recordation.

In the encumbrance accounts, work orders are written to allocate certain sums of money to the various field departments to accomplish the work cited in the work order without regard to objective or functional classification of expenditures, except for salaries and wages which are budgeted on a division wide or departmental basis and encompasses the whole realm of the encumbrance accounts. By allocating funds to work orders on a departmental basis each department is only concerned with its individual allocation without regard to the other-all work order or project cost. We observed in a number of instances that the departmental allocation was a vehicle by which that department would have a place to charge its expenditures if funds were available or not. The lack of having a functional and objective budget for a work order or project facilitates poor planning for total project expenditures and makes final evaluation or performance on the project an impossibility.

To give an example of the fallacy in only allocating funds to work orders on a departmental basis, we cite work order 9.7091601, an Urban Bond Fund work order to widen N. C. 109 in Thomasville. The project was originally approved by the Commission on December 2, 1966 in the amount of \$20,000.00, \$15,000.00 allocated to Department 3240, Highway Preconstruction, \$1,000 allocated to Department 3260, Highway Construction, and \$4,000.00 allocated to Department 3280, Bridge Preconstruction, Construction and Maintenance. On July 31, 1968 the work order was in overdraft by a total of \$25,876.08. As a result on August 2, 1968 the Commission was requested to approve an additional \$85,000.00 for "PE, R/W, and Construction on Randolph Street from North Main St. to intersection of US 62 and NC 109". The \$85,000.00 was allocated—

\$15,000.00 to Department 3240, Highway Preconstruction, and \$70,000.00 to Department 3260, Highway Construction. Thirteen months later, August 31, 1969, again the work order was in overdraft, but this time by \$131,612.66. As a result, a second request was submitted to the commission to "add funds for adequate financing" which they approved on August 2, 1969 in the amount of \$70,000.00 which was \$61,612.66 short of the amount necessary to cover the then existing overdraft. The entire \$70,000.00 was allocated to Department 3260, Highway Construction. It might be added that just prior to the second request for the additional \$70,000.00 approved by the Commission on August 2, 1969, \$13,526.95 of Construction Department expenditures were transferred to a "companion work order" 9.8091623 in the Current Fund in June of 1969.

Finally, in December, 1969 the work order was closed at which time the overdraft had grown to \$79,472.77. It was necessary to increase allocations to the Department as follows: Division 9, \$1,062.16; Right-of-Way Department \$90.38; Highway Preconstruction Department, \$32,277.08; Highway Construction Department, \$37,875.34; Bridge Preconstruction, Construction, and Maintenance, \$8,163.40; and Legal Department, \$4.41. It should be pointed out that no Commission approval was obtained to allocate funds necessary to cover the overdraft at the conclusion of the project.

To summarize, the original work order was approved for \$20,000.00 initially; an additional \$155,000.00 was subsequently requested of and approved by the Commission, and \$79,472.77 was allocated to the work order without the approval of the Commission. As a result, the original project cost grew from an estimated \$20,000.00 to \$254,472.77. Project expenditures made by each department far exceeded funds allocated to that Department as its "budget" on the work order. We understand that the division engineers with the aid of the Project Control Section determines fund requirements on work orders and the Project Control Officer has the responsibility of requesting the funds from the Commission and allocating the funds to the various departments (if the project is approved by the Commission) in addition to assigning the work order number.

The above example is typical of many work orders which we examined. We feel that if a functional and objective budget had been determined for estimated project requirements, better planning would have been made, the full scope of the work to be accomplished would have been presented to the Commission, and an evaluation of the performance on the project could have been made for management purposes and future planning.

The accounting for highway construction and maintenance is not kept on a cost accounting system whereby indirect cost can be properly budgeted and accumulated, and appropriately redistributed to specific work orders on an acceptable cost allocation basis. Generally charges for indirect costs are made directly to an encumbrance account work order as the current system does not recognize all of the "Cost Centers" which incur cost that should be redistributed to all of the work orders serviced

by such "Centers". A summary by objective code classification for the field operations revealed the following indirect charges made to the Encumbrance Accounts during 1968-69:

	Amount
Educational Expenses	\$ 5,574.22
Telephone and Telegraph	113,470.43
Postage	19,154.47
Rent of Land and Structures—Individual	7,848.10
Rent of Land Structures	58,744.62
Water, Heat, Power	305,548.52
Repairs and Services to Buildings	14,166.83
Office Supplies	16,414.02
Building and Grounds Materials and Supplies net of Capital Improvements	39,571.52
Engineering and Drafting Supplies	93,314.07
First Aid and Medical Supplies	7,263.56
Office Furniture and Equipment, Net of Capital Improvements	12,031.36
Miscellaneous Equipment	32,696.94
	\$ 725,798.66

There are a number of other objective code classifications which included both direct and indirect costs to the encumbrance accounts, such as salaries and wages, payroll additives, travel, etc. Under the present system we were unable to separate the indirect cost from the direct costs.

Currently some "cost centers" have been identified and distribution is made to work orders on some basis. An example of such center is the Equipment Department whereby costs are distributed to the work orders on the basis of a rental rate for the use of equipment on a work order. However, there are a number of "cost centers" that are not recognized as such, and only accumulate cost on a work order as if the work order were a regular construction or maintenance work order. Examples of these "centers" are division and county maintenance yards, ferry operations, educational leave, maintenance and inspection weighing stations. Other "cost centers" not recognized as such are resident engineers' administrative expenses which are supposedly charged directly to the project he is currently in charge of. Warehouse, building and grounds, laboratory and testing, and other service centers are also not recognized as "cost centers" which should be distributed as indirect cost to work orders.

We recommend that a careful internal review be made of the various "cost centers" included in the encumbrance accounts, identify them as such, budget them as such, and where appropriate, distribute the cost of the centers as indirect cost to the actual construction and maintenance of roads work orders on same reasonable basis, such as establishing an indirect cost rate per hour of direct labor.

Rents, reimbursements, and certain other receipts of revenue nature are neither budgeted nor accounted for as a revenue. Instead, these receipts are netted against expenditures, thus understating both revenue and expenditures.

In order to have budgetary control over expenditures and fairly pre-

sent the results of operations, items properly considered to be revenue should never be netted against expenditures. Also in order for management to evaluate current performance and plan for future period budget requirements, it is necessary to make such judgements based on historical costs and revenues, and project such costs and revenues into future periods. Therefore, it is necessary for the records and accounts to reflect fairly the transactions as they actually occurred, not the net effect.

During the course of our examination we observed at least five areas in which revenues and expenditures were improperly netted: (1) Rents amounting to approximately 100,000.00 (\$314,200.95 over the last three years) per year earned from property acquired for future highway right-of-way use were credited against work orders on which the property was acquired. (2) Sales of "residue property" were credited primarily against one work order that came to our attention in the amount of \$53,031.82 during the period July 1, 1965 through November, 1969. Residue property results from the acquisition of right-of-way. In order to acquire a certain parcel of land through which the right-of-way will go, in some instances, it may be necessary to acquire the entire parcel in order to negotiate with the property owner. As a result "residue property" may be defined as that portion of a parcel of land acquired for right-of-way purposes that is not included within the boundaries of the right-of-way but is owned by the State Highway Commission. (3) Ferry toll receipts amounting to \$202,920.25 collected during 1968-69 were credited against the two work orders which accumulate the costs for the ferry operations. (4) Some cities and towns contract with the Highway Commission to perform work for them on non-highway systems within the city or town as a result of their Powell Bill funds. The various divisions perform work for the city or town and charge expenditures to maintenance work orders. When the work is completed, the division engineer's office bills the city or town for work performed. When the account is received by the division engineer's office, the city or town's check is forwarded to Raleigh with the instruction to credit the amount against the maintenance work order. During 1968-69 \$242,889.21 was refunded as reimbursement from cities and towns. (5) Cost for the Governors Highway Safety Program were accumulated on Work Order 6.801474 and all expenditures incurred in connection with the program were 100 percent reimbursable either by agreement with the U. S. Department of Transportation or the Governor's Highway Safety Program. There was a contractual arrangement for budget purposes between the Highway Commission and Governor's Safety Program. The Governor's Safety Program recorded reimbursement to the Highway Commission as Contractual Services. However, the Highway Commission did not treat the reimbursement as Revenue, but handled the reimbursement as a refund of expenditures. As a result, it appears on the Highway Commission books as if no expenditure was made and no revenue was earned. Through June 30, 1969 \$173,435.25 of expenditures had been made by the Highway Commission and reimbursements through the same period amounted to \$172,214.93. As a result, the Highway records reflect an expenditure of only \$1,220.32 and no revenue earned.

We noted that the Field Procedures Manual of the State Highway Commission attempts to set forth procedures for the handling of "cash credits" in Volume I, Chapter 6, Pages 1-5. We recommend that this section be revised to conform to the Budget memorandums of the Department of Administration and the Executive Budget Act, especially Budget Memorandum No. 2 page 4 of 15, Section D, entitled "Receipts of Departments and Institutions in State Budgets", and page 13 of 15 of the same Budget Memorandum Section L and Section M entitled "Refunds of Expenditures" and "Refunds of Receipts", respectively. We further recommended that the provisions of these sections be strictly adhered to in both budgeting and accounting treatment of cash receipts in every facet of Highway financial transactions.

Finally, we observed during our examination that in many instances, the Controller's office was not in complete command of the fiscal affairs of the Highway Commission as provided in the General Statutes of North Carolina. As a result many charges and credits to work orders were the results of processing accounting transactions on the instructions of other Departments without the full knowledge of the financial and budgetary significance of the transaction or whether the transaction received proper treatment as to classification and recordation. We realize to some extent the controller's office must rely on information furnished by other departments; however, we feel that the Controller's office is in a better position to make a decision as to the proper accounting and budgetary treatment of the transaction once he has been furnished the information as to the nature of the transaction. We could cite numerous examples of instances where the Controller's office has been instructed to record transactions in a certain manner based on memorandums from other departments rather than informing the Controller's office of the nature of the transaction and letting him decide the proper accounting and budgetary consequences of the transaction.

We further noted that other Departments are performing accounting functions that, in our opinion, should be under the direct supervision of the Controller's office. We offer as examples (1) Construction Department—processing construction estimate for payment; (2) Right-of-Way Department—property management, collection of rents, sale of residues; (3) purchasing department—determining year end "accounts payable" (Encumbrances) and placing accounting codes on invoices for payment; (4) Project Control—making a determination as to what funds will be used to finance a project and getting commission approval prior to ascertaining from the Controller's office if funds in fact are available; maintaining a file for the original Construction Contract payable along with the Contractor's Bond; maintaining the monthly and final construction estimates which are the basis for making a disbursement of state funds to the contractor; (5) Assistant Chief Engineer's Office—Accounting for Engineering and consultant contracts payable and approving for payment monthly estimates (6) Division Engineer's offices—collecting state funds, billing cities and towns for reimbursement for contracts entered into.

Commission Policy

It came to our attention during the course of our examination that State matching social security and retirement contribution expense is not distributed to the encumbrance expenditure accounts. During 1968-69 a total of \$7,596,831.87 was expended for social security and retirement contribution by the Commission. We understand that some consideration has been given to the distribution of retirement and social security, but implementation has not progressed beyond that point. We feel that such a distribution is necessary if actual cost of construction and maintenance expenditures are to be reflected in the various accounts of the Highway Commission. Therefore, we recommend that a procedure be established by which the cost of social security and retirement contribution be distributed by the appropriate construction and maintenance accounts in a manner tentatively recommended by the internal auditing section.

We have observed that there appears to be a double standard employed by the Highway Commission for the treatment of State and Federal Funds. It appears that the Commission is willing, on the one hand, to conform to rules and regulations required by the Bureau of Public Roads in the accounting, processing, acquiring, and construction of roads federally supported, while the same rules and regulations are not uniformly applied to both federal and state funds. We fail to see any difference in a tax dollar as to the rules and regulations under which it is authorized to be expended.

We cite for examples the requirement of functional coding for federal aid projects, the participation percentage of only approximately 75 percent of the equipment rental rate charge on federal aid projects, the right-of-way acquisition requirements on federal aid projects, and the construction requirements on federal aid projects — all fully documented, while state projects in most instances are not given the same treatment. As a result we would recommend that a uniform set of standards be adopted in the Highway Commission for the treatment of State and Federal funds as taxpayers dollars, and not a double set of standards for the treatment of tax dollars just because the source may be from the federal government as opposed to the State of North Carolina.

Reliability, Uniformity, Value of Data Accumulated

All departments budgeted in the 3000 series are considered to be field operations and must charge their expenditures to a specific work order included in the encumbrance accounts. Although in theory this procedure would seem to be a good policy by which to record the cost of field operations, but as previously pointed out, out of necessity some of the field departments must charge expenditures, indirect and administrative in nature, to a work order.

We observed that there was not a uniform method by which expenditures described above were prorated to work orders. Some divisions actually tried to isolate specific telephone calls and charge the cost of that specific telephone call to a work order; other divisions randomly

charged the full cost of the monthly bill to one work order one month, another the next month. We further noted that postage was charged to work orders in one division in even amounts such as work orders 6.4010069 and 6.4110019, \$75.00 each, apparently at the time the work order was set up.

Other observations made by us indicated that the data accumulated on a project could not in every case be considered reliable. Examples of such instances have been discussed under the Capital Improvement work orders.

In some instances we observed that allocations of funds had been made to specific work orders when apparently no allocation was needed. An example of such a situation is the work order that accumulates cost of Historical Markers as provided in G.S. 136-43. We noted that allocations had been made every year on the work order while expenditures on the work order did not justify the need for the allocation as summarized below:

	Expenditures	Allocations	Unexpended Allocations
Balance July 1, 1965			\$ 19,370.62
1965-66	\$ 2,617.60	\$ 10,000.00	26,753.02
1966-67	4,198.73	10,000.00	32,554.29
1967-68	5,789.75	10,000.00	36,764.54
1968-69	2,684.41		34,080.13
1969-70 (Through 12-31-69)	1,084.08	20,000.00	52,996.05
Totals at 12-31-69	\$ 16,374.57	\$ 50,000.00	\$ 52,996.05

As a result, a total reserve has built up on this work order of \$52,996.05 which based on prior history of expenditures, should be adequate for the next 13 years.

We also call your attention to the inactivity of work orders which is commented upon under that appropriate section.

Equipment Department

The equipment department furnishes motor equipment to maintain and construct highways and certain other purposes. Attention is called to Exhibit "J", Statement of Income and Expense of the Equipment Department. In theory, this department should operate without gains or losses. At June 30, 1969 the statements for the Highway Commission shows \$6,847,748.83 as "due from the Current Fund", which represents the excess of accumulated "profits", depreciation and book value of equipment sold over new equipment purchased and replacements. Receipts and expenditures are recorded through the Current Fund.

During our examination the question arose as to whether the depreciation was supposed to be funded or not. The operation of this fund, in the Commission's 1958 statements, indicates that the Depreciation was to be funded. However, the 1959 statements were changed and indicate that depreciation and net profit were to replace and purchase new equipment. From July 1, 1957 to June 30, 1969 the statements of the

Highway Commission shows the purchase of Equipment totaling \$76,071,652. 69; depreciation charged of \$62,047,932.99; recovery of Book Value of assets disposed of \$2,851,788.34; excess of Revenue over Expenses \$17,496,623.33. The above was accomplished without any direct legislative appropriations for the purchase of equipment. As will be observed on Schedule J-1 the depreciation charged, book value of equipment sold and net profits become funds available for the purchase of equipment. We cannot determine the amount of equipment replaced since 1957, nor the amount expended for new equipment. The depreciation and net profit amounts are actually transfers of state appropriations and receipts from the Current Fund.

It is requested that the Electronic Data Processing prepare a listing at June 30 each year showing equipment disposed of and equipment purchased by equipment numbers. It is requested that all equipment replaced be funded from depreciation and profits. Additional equipment should be funded from appropriations made for that purpose by the legislature.

During our examination we found a difference of \$282,695.14 in total depreciation charged on two E.D.P. listings. This should be corrected immediately. Equipment on loan from the Federal Government, Ferries, were depreciated at their fair market value of \$180,000.00. The necessary correcting entries should be made immediately for the erroneous depreciation charges on this equipment.

During our examination, we observed that automobiles owned by the Commission are not always assigned to the persons who drive them. It is requested that a log be prepared by the drivers of all automobiles and submitted to Raleigh monthly. This log should show the reasons cars are being used. The terminology presently used on Central Motor Pool rental car logs says "To Asheville and Vicinity of 575 Miles" or "Raleigh and Vicinity 35 Miles" will not be acceptable. The purpose for which the car is driven should be entered daily.

Our examination shows the average number of State Highway Commission automobiles available for the year ended June 30, 1967 to be 1637. At May 31, 1969 the average number had increased to 1760. We also noted that the number of trucks, 1 ton or less, totaled 2,594 at June 30, 1968 and 2,577 at May 31, 1969.

Right-of-Way Department

Currently the Property Management section of the Right-of-Way Department is in charge of the collection of rents on properties owned by the Commission. Some properties are under the management of rental agencies while other properties are managed directly by the Right-of-Way Department personnel. As rents are collected, the Right-of-Way personnel instructs the Controller's office as to where the rents should be credited.

A tabulation of rental income obtained from records maintained by the Right-of-Way Section indicates rental income amounted to approximately \$300,000.00 over the last three years. However, as proper account-

ing records for rental income have not been maintained we were unable to verify these amounts and include these figures only to indicate the approximate amount involved.

The Right-of-Way Department also handles the sales of "residue" properties. No current inventory of properties is maintained and, therefore, its costs or value is not presented in the statements of the Commission.

At our request, the Right-of-Way Department is presently compiling an inventory of properties owned by the Commission, but at the audit date this had not been completed. It is requested that the Right-of-Way Department furnish to the Controller a listing of all property owned by the Commission, who should prepare quarterly E. D. P. listings showing the current status of property owned and its costs or value. The total value of property owned by the Commission should appear on the financial statement at June 30, 1970.

Inventories

We did not perform any audit work on the inventories of the Highway Commission, as their internal auditors had recently made these examinations. Some of their findings are presented below:

Gasoline and Oil:

According to the Internal Auditor's report, the Highway Commission had an inventory of Gasoline at June 24, 1967 of 694,134 gallons; purchased during the year 16,400,719 gallons; issues of 16,095,118 gallons; and, an ending inventory of 676,279 gallons. If a .5 percent evaporation rate is allowed (82,004 gallons), 241,452 gallons were unaccounted for at June 24, 1968.

During January 1969, a field audit was performed on 31 stores and the net differences for all stores was; Gasoline short 8,487 gallons; Diesel Fuel Oil short 8,710 gallons; Regular Oil short 1,076 quarts; Diesel Oil over 751 quarts; Grease over 5,267 pounds; Kerosene short 16,085 gallons; and gearlube grease short 403 pounds. At one store on January 15, 1969 the inventory records indicated that 11,724 gallons were on hand. "He had one kerosene tank with a capacity of 3,000 gallons, and could not explain how his January 15, 1969 Kerosene inventory was 11,724," according to the report.

Repair Parts Inventories:

The report states that a total of 366 repair parts items were subject to audit in seven divisions and the Equipment Depot, of which 118 items did not agree with the actual count of inventories. Generally, at the Division and District level, all repair parts are secured but this is not true at the sub-shop level. There appeared to be no method of accounting for repair parts that are salvaged from junked equipment. These items are not considered part of inventory and range from small repair parts to rebuilt diesel engines.

Bridge Maintenance Inventories:

According to the Internal Auditor's Report, the Bridge Maintenance Department stocks inventory in warehouses in Raleigh and Hickory. The Raleigh Warehouse stocks 63 electrical items and 381 regular Bridge Maintenance items. A physical count on June 16, 1969 indicated 31 electrical items and 158 regular items disagreed with the inventory records. The Hickory warehouse stocks 230 regular Bridge Maintenance items on which the balance of 37 items on the inventory records disagreed with the physical count.

There is no control of minimum and maximum levels of inventory to be maintained, nor, apparently any control over the monetary value of inventories on hand. Of the 381 items stocked in Raleigh, 35 items had no issues for the year. There is no definite "cut-off" date at the end of the fiscal year. When the count is taken, items on hand but not paid for are not counted or treated as inventory. According to the report there are approximately 67 Bridge maintenance yards throughout the State. These yards stockpile new or salvage steel, creosated timbers, plywood and noncreosated lumber, and other building supplies. The report states that the Bridge Maintenance foremen maintain an up to date inventory record by item, but no monetary value is placed on it.

Landscape Inventory:

Of the 181 items subject to audit in 9 Divisions, the inventory records of 67 items did not agree with the actual inventory count. No minimum or maximum levels of inventory items are maintained. The examination showed that one Division had on hand 3000 pounds of Korean lespedeza since June 15, 1966, 300 pounds of annual ryegrass since June 20, 1966, 30 pounds of White Dutch clover since June 25, 1963, and 6 tons of turfber since November 19, 1965.

Many items were stored in the open or in open sheds. The report mentioned, several times, that straw stored in the open had burst open and much had decayed. In some divisions fertilizer, limestone, and seed were stored in sheds furnished by the maintenance department.

Recommendations

In their study dated November 30, 1956, the firm of Haskins and Sells recommended:

"Establish a central stores department assigned responsibility for control of all inventories including equipment repair parts and supplies; gas, oil, and tires; bridge timbers and steel; seed and fertilizer; sign materials and centerline paint; etc."

As of this date this has not been done. Therefore, it is recommended that such a department be established forthwith. Fiscal controls and the accounting for inventories should be under the supervision of the Controller's office. We are not suggesting that the actual issues from inventories should be done by the Controller, but we are suggesting that detail documentation supporting purchases and requisitions from inventories should be forwarded to the Controller's office for the accounting

of perpetual inventories maintained. Detailed lists of stores should be made by E. D. P. equipment and reconciled with general ledger controls monthly. All discrepancies should be properly explained and documented for post audit. Periodic, unannounced, physical inventory counts should be made and reconciled with perpetual inventory records.

Purchasing Department:

As purchase orders are issued there is no recordations in the financial records of the Commission that indicate the amount of funds encumbered, except at the close of the fiscal year, at which time unfilled purchase orders are recorded as accounts payable of the Commission. As a result we observed that the "Certification of funds available" by the Finance Department is a mere formality and a very unsound financial practice. Therefore we recommend that purchase orders be encumbered as issued; this procedure should aid in the prevention of the over expenditure of funds. We further recommend that the year end treatment of unfilled purchase orders be shown as a Reserve for Encumbrances and that accounts payable be recorded from invoices for goods and services which have been constructively received, but not yet paid.

We observed that some purchase orders have been outstanding for as many as seven years on certain stone orders and that adjustments have been made to the unit price and quantity of the original purchase order. We further noted that no purchase orders were issued on some lumber purchases used for Capital Improvement Projects. We recommend that the procedures of the State Highway Commission Purchasing Department be reviewed and be realigned with those procedures required by the Purchase and Contract Division of the Department of Administration.

Federal Aid—Unbillable Costs

Before the Commission may bill the Bureau of Public Roads for reimbursement for Federal aid charges, certain standards must be met. When these standards are not met, the expenditures are not billable and payment is suspended until such time as appropriate action is taken by the Highway Commission to comply with Federal standards.

The most common causes of unbillable cost are coded below:

- 2—Documentation Required
- 3—Project Agreement has not been executed
- 4—Agreement Modification Needed
- 5—Bureau of Public Roads Citation

The exceptions at June 30, 1969 were as follows:

2—\$	2,237,414.98
3—	5,629,351.85
4—	3,959,772.09
5—	12,920.72

\$11,839,459.64

Of the above amounts, the Federal Bureau of Roads auditors have taken exception to only \$12,920.72. This sum will remain unbillable unless the Highway Commission appeals the exception and the Bureau of Roads approves payment thereof. If the Bureau denies payment, state funds must be provided to cover the expenditure.

Overdrafts in Work Orders

At June 30, 1969, an E. D. P. tabulation of overdrafts in work orders was prepared by the finance section showing the following:

System	Number of Work Orders	Overdraft Amount
Primary	212	\$ 2,221,628.32
Secondary	407	4,386,512.63
Urban	236	1,825,095.01
Public Service Roads	32	208,224.35
Capital Improvements	21	39,551.29
Federal Aid (All)	169	4,374,740.61
Totals	1,077	\$ 13,055,752.21

A comparison of overdrafts in "Work Orders inactive for over three months" was made with the tabulation of "Overdrafts in work orders", which shows that 155 of the work orders in overdraft have been inactive for a period of from 4 to 48 months. These 155 work orders totaled \$1,242,628.66.

We observed during our examination that work orders in overdrafts are closed without the Commissioners allocating more money. Work order Number 9.7091601 is one of these. In June, 1969, this work order had \$13,526.95 of expenditures, Objective 353, transferred to Work Order 9.8091623. In January 1970, an additional \$98.39 was transferred to the same work order. In October 1969, the Commission approved an additional \$70,000.00 allocation to this work order. In December 1969, this work order was closed with an overdraft of \$79,472.77 which required an additional allocation not approved by the Commission. Upon receipt of notification of closing signed by the project control officer, the Controller "allocates" sufficient funds to cover the overdraft.

Recommendations—Work Orders In Overdraft:

It would seem to us that a Work Order in overdraft would be promptly corrected, as this is an overexpenditure of a sum allocated for a certain purpose by the Commission. Additionally, it would appear that the proper method of handling work order 9.7091601 would have been to allocate sufficient funds for all expenditures made, rather than transfer \$13,526.95 to another work order. It would also appear more appropriate for the Commissioners to approve additional allocations when work orders are closed in overdraft, or, at least be informed of the action taken.

It is recommended that any work orders showing overdrafts be brought to the attention of the Commissioners by the Controller, along

with a request for additional allocations sufficient to meet expenditures made on the work order. It is further recommended that all work orders in overdraft and inactive for more than 6 months be closed by the Controller without waiting for signatures from the areas, as, by statute, fiscal affairs are delegated to the Controller, subject to the Executive Budget Act and direction of the Chairman.

Inactivity in Work Orders

At June 30, 1969, an E. D. P. Tabulation of work orders in progress but inactive for more than three months, shows the following:

System	Number of Work Orders	Amount
Primary	121	\$ 2,544,937.98
Secondary	285	\$ 2,939,604.08
Urban	276	3,708,611.03
Public Service Roads	58	187,728.43
Capital Improvements	43	257,349.03
Federal Aid	148	1,155,671.92
Totals	931	\$ 10,793,902.47

The number of months work orders had been inactive varied from 4 to 48 months. It should be noted that this E. D. P. run was started 48 months ago and reflects inactivity from that time.

Some examples of inactive work orders are as follows: Work Order No. 6.800628 was set up in April 1963 with estimated completion in January 1964. This work order was for the development of a construction procedures manual for use in the administration of construction work. The tabulation of inactive work orders shows allocations of \$9,713.35; \$18,002.01 as expenditures; and, an overdraft of \$8,288.66. This work order has had no activity since the year ended June 30, 1965.

Work order 6.801274 was set up in May 1967 with an estimated completion in December 1967, with an allocation of \$20,000.00 for a signal at a railroad grade crossing on SR2302 in Johnson County. At June 30, 1969 no activity had been recorded for this work order.

Work order 9.8070813 was set up in April 1964 with an estimated completion in September 1964, and with an allocation of \$70,000.00 for improving Friendly Road in Guilford County. At June 30, 1969, this work order had recorded no activity.

In scanning the "In Progress Work Orders Inactive for more than three months", we observed many that had allocations but no activities since they were set up. In looking down the Master List of all work orders in progress at June 30, 1969, the description column indicates that very few of these inactive work orders may have been delayed by right-of-way problems.

Work orders are set up at the request of Division Engineers with the approval of the Commission. Each work order indicates the estimated completed date, the work to be done and the estimated fund necessary

to do the work. It would appear to us that once the Commission had approved the work order, work would commence immediately and the project, once begun, would be completed on a timely basis. Apparently this is not the case, as the previously mentioned E. D. P. tabulation shows.

Recommendations—Inactive Work Orders:

The allocation of funds to a work order should indicate that work will commence in the immediate future and be completed on a timely basis. A perusal of the listing "Descriptions of work orders in progress at June 30, 1969" will indicate in the estimated completion data column that this is not true.

Therefore, it is recommended that the Controller close all work orders inactive for more than six months, except those on which right-of-way problems have been encountered. The Controller should have in his possession correspondence from the Right-of-Way Engineer stating why the work order cannot be closed.

State Highway Bond Fund of 1965

The State Highway Bond Fund of 1965, which is set forth in Chapter 46 of the 1965 Session Laws, was approved by a majority of the qualified voters of North Carolina at a special election held on Nov. 2, 1965 in the amount of \$300,000,000.00. The proceeds from the sale of the bonds were to be used exclusively for the purpose of constructing, improving or relocating roads, bridges, tunnels, and other highway facilities, constituting at the time of such construction, improvement or relocation, a part of the State highway system.

The statements on the Bond Fund of 1965 should be self-explanatory, except for the "Statement of Expenditures by Object". The total expenditures shown are for the current year only and are not cumulative, as the time required by the computer to read the detailed tapes from prior years on closed work orders of the Bond Fund would have been excessive. Because the Highway Commission charges to work orders, rather than objective Codes, the receipts shown at the bottom of Schedule R-2 must be deducted from the total of the work order and not from an objective code.

According to accounting memorandum No. 150 dated February 7, 1967, the policy for recording Bond Fund project expenditures is as follows: "All costs made to this project will be coded to the State Bond Work Order. The state construction work order is referred to as the 'companion' work order to the State Bond work order it supplements. The field departments will not use the state construction work order (companion) in distributing costs. Transfers of costs causing an overdraft will be made by the General Accounting section of the Finance Department periodically to the 'companion' work order".

The unwritten procedure of the General Accounting Section to conform to Accounting Memorandum 150 is that upon receipt of a notice of work order closing, if the Bond Fund work order is in overdraft and an over expenditure of apportionment, a transfer of expenditures will be

made to the "companion" work order. The method of selecting expenditures to transfer is arbitrary; however, objective Code 353, payments to contractors, is usually selected as most Bond Fund work orders have expenditures of this type. The amount of expenditures to be transferred is equal to the amount of overdraft.

Recommendations—1965 Bond Fund

As we had difficulty in locating and examining payments to contractors chargeable to and let under a Bond Fund work order because some of the Code 353 expenditures, and in some cases other objectives, had been transferred to companion work orders, we recommend that, as an intermediate solution, a 900 objective code number be assigned to reflect the transfer of Bond Fund overdrafts, rather than arbitrarily selecting objective codes which actually reflect expenditures chargeable to the project.

We also request that the Commission prepare a computer run of the Bond Fund expenditures by objective coding at June 30 of each year, in order that the audit report may more clearly reflect the type of expenditures made from the Bond Fund.

Debt Service Funds

The Debt Service Fund, Secondary Road Bonds of 1949, is presented on Exhibit "Q" and Schedule Q-1 and the Debt Service Fund, Highway Construction Bonds of 1965 are presented on Exhibit "P" and Schedule P-1. We feel all of these statements are self-explanatory.

Capital Improvement Funds

In our prior year audit reports of the State Highway Commission, Capital Improvement Funds have not been presented by item, as has been the custom in other Agencies. Because it is felt that a presentation by item is more meaningful, we are presenting the State Highway Commission's Capital Improvement Funds in this manner beginning this year.

The State Highway Commission had four Capital Improvement Codes active at June 30, 1969, consisting of Funds appropriated for the bienniums of 1961-63 and prior, 1963-65, 1965-67, and 1967-69.

In order that the audit report statements, budget reports, and "Statement of Capital Improvement Expenditures by Object" would agree, we have shown appropriations from the Highway Fund for the Department of Motor Vehicles and Department of Correction (Code 66113) on the audit report statements. We feel, however, that these items should not be included as expenditures of the State Highway Commission.

The sums shown in the "increases" and "decreases" columns are the total "increases" and "decreases" for each item in all funds.

The "Statement of Capital Improvement Expenditures by Object", Exhibit "K" shows the expenditures by object since July 1, 1961 through June 30, 1969 for all Capital Improvement Funds. As the Commission does not report expenditures by object, but by work order, the receipts

shown cannot be refunded to an object code, but only against a work order. Since July 1, 1966, we have been able to identify these receipts and make correcting entries by item. These will be discussed individually in the following commentary.

Because of the age of the 1961 Capital Improvement Fund, Code 66113, Exhibit "L", our examination of expenditures was limited to those made in the year under examination. As will be noted, items toward the end of Exhibit "L" state "Closing Prior Year Work Order". It is our understanding that in prior years, work orders with unexpended balances at the end of a biennium were transferred to the next biennium and reported as expenditures therein. At July 1, 1961, \$115,742.29 was brought forward from prior years to Code 66113. We understand that this procedure has not been allowed since that time.

As the "Statement of the 1961 C. I. Fund, Code 66113", was prepared from various sources, some differences in the total expenditures to date column by line-item has probably occurred, especially since W. O. 0.10064 has a credit balance. The total, however, agrees to the E. D. P. printout for all funds since July 1, 1961 for expenditures.

In constructing the statement on the 1961 C. I. Fund, we observed that work order 0.10080, Division Shop, Asheville, was budgeted at \$189,600.00; \$65,000.00 from sale of existing buildings and \$124,600.00 from state appropriations. As it was felt that this would be insufficient to purchase the site and erect the shop, only the site was purchased, with construction delayed. In November 1966, the old shop area was sold for \$21,725.00 and the money eventually credited to account No. 21166, "Deferred Proceeds from Sale of Capital Assets". In January 1968, this money was transferred to work order 0.10202, Code 66363, Item No. 68, Division and District Headquarters Office Building, Albemarle, as a refund of expenditures. In October 1967, \$50.00 of this money was disbursed for appraising the old District Office property at Elizabeth City. Funds for the Construction of the Asheville Shop were appropriated in the 1963 C. I. Fund totaling \$175,000.00, work order No. 1.10101, item No. 1, of which \$167,904.64 was expended.

Work Order 0.10039 is shown in the report on the Budget at June 30, 1969 (BD725) as; appropriations \$250,000.00, Expenditures \$249,499.23, unexpended balance of \$500.72. The \$5,132.37 shown was the amount unexpended at June 30, 1961. This, in addition to the other transfers from a prior biennium make a difference between this statement and the Budget Report of \$134,257.71.

A further examination of Work Order 0.10039 was made and it was found that it was set up on December 29, 1958 with an estimated completion date of Sept. 30, 1959. This work order was closed in August 1969. As stated above, only \$5,132.37 was available at July 1, 1961, of which \$4,631.65 has been expended at June 30, 1969.

On January 5, 1962 work order No. 0.10083, Construction of Central Testing Laboratory, was set up by the Commission. At June 30, 1967 \$559,918.75 had been expended, which amount is the same as shown at

June 30, 1969. In January 1970, the balance of \$8,300.00 in the appropriations account was allocated to this work order.

Transfers between bienniums are detailed by footnote on our Statement of the 1963 C. I. Fund, showing transfers between this fund and the 1965 and 1967 C. I. Funds. As previously explained, \$21,725.00 was received and shown as a refund of expenditures to work order 0.10202, item 68, on the 1963 C. I. Fund, Code 66363. The sums shown in the "increase", and "Expenditures to Date" columns have been adjusted to reflect this amount in the proper manner.

On the "Statement of the 1965 C. I. Fund", it was necessary that we make two adjustments to correctly reflect receipts. Item 1, work order 0.10195, addition to Highway Building, Raleigh, includes in the "increases" in requirements amount \$185,237.09 from the N. C. Museum of Arts for a part of the new addition to the Highway Building. This sum was shown by the Highway Commission as a refund of expenditures. Also included in the increases in requirements amount for Item 1 is \$277,767.00 transferred from Code 66363 in April 1966, which was allocated and shown as expenditures in the proper manner.

During December 1966 the equipment shop at Salisbury was destroyed by fire and the sum of \$37,600.00 was transferred from Item 11, Sub-Shop and equipment, Buxton to replace this loss. In January 1967 \$21,800.00 was received from the State Property Fire Insurance Fund for this loss, which sum was credited to work order 0.19231 as a refund of expenditures. An adjustment was made by us increasing availability and expenditures to the proper amount.

An examination of Work Order 0.10234, Maintenance Buildings and District Shop, Boone, showed that the Budget submitted to the legislature requested \$4,800.00 for fencing. As shown in Chapter 916 of the 1965 Session Laws this sum is included in the figure for buildings. On voucher 74216 payment was made in the amount of \$14,675.65 for fencing, of which \$7,337.83 was charged to this work order. Work order 0.10301, Greasing and Washing facility, Boone, was charged with \$3,668.91 for which no appropriation was requested or presumably made. Also work order 0.10304, Storage Building, Boone, was charged with \$3,668.91 for which no appropriation was requested. Also, during our examination we observed travel and car mileage expense is being charged to C. I. work orders when the person is in Raleigh, or to a work order in one locality when the traveler is in another area.

The 1967 C. I. Fund, Code 66773 had net transfers to the 1963 C. I. Fund of \$107,500.00 which are shown in detail by Footnote on the Statement of 1967 C. I. Fund.

An examination of Work Order 0.10251, District and Resident Engineer's Office Building, Rowan County, showed that \$2,726.46 had been expended for office furniture and equipment for which no appropriation had been made. Also, from Current Fund appropriation, \$2,401.16 had been expended for office furniture and equipment.

Included in the C. I. Fund expenditures mentioned above was \$417.14

for a floor polisher and vacuum cleaner which should be classified as maintenance equipment.

As mentioned in prior years, W. O. 0.10289, modify Highway Building, had expended funds for furniture which were not appropriated. At June 30, 1969 \$5,656.73 had been expended.

Work order 0.10276, Service Station, Fayetteville, had expended \$166.18 for a walnut desk and Sunbeam electric heater for which funds had not been appropriated by the legislature.

Work order 0.10293, District Office Building, Greenville, expended \$1,101.28 for office furniture and equipment for which no appropriation had been made.

Work order 0.10273 shows that purchase orders were not issued for lumber and hardware purchases and that the \$25.00 emergency purchase limit of the State Highway Commission had been exceeded several times.

Work order 0.10299, District Shop, Fayetteville, shows post office rental being paid, meals, car mileage, etc. being charged to the same work order when in various areas. Also, rivet guns, blades, oxygen tank replacement, and key hole saws, etc. were charged to this work order.

Work order 0.10326, Service Station, Sandy Ridge, shows J. D. Davis in Morganton (120 Mi) charging travel to this work order. All his salary for pay period No. 199 charged to this work order. Lumber purchased in Wake County and used in Guilford County. We cannot tell from invoices whether delivery was made by State Trucks or Company trucks. Delivery instructions said "off I-40". No purchase order was issued for the lumber. A Credit Memorandum was included on one invoice which should have been credited to W. O. 0.10320, Service Station, Graham. We observed that an aluminum extension ladder was also charged to this work order.

C. I. General & Recommendations

As will be observed by an examination of the statements on the Capital Improvement Funds, many of the items appropriated by the legislature are always deleted and new items added. It will also be noted that it has been necessary to increase some items by a large amount, such as item No. 17, Work Order 0.10083, Code 66113 and Item No. 68, W. O. 10202, Code 66363. As noted previously, this work had apparently been completed by June 30, 1967 but as of this date this work order is still open. It should also be noted that the funds for W. O. 0.10083 were available July 1, 1961, but not apparently expended for several years, which years saw a great deal of inflation. Funds for Work Order 0.10202 were available July 1, 1963 but at June 30, 1969 only \$37,585.38 had been expended.

Because of the lack of proper instruction to the finance section in prior years for the proper maintenance of Capital Improvement Fund records,

it was necessary that the auditor's staff spend several weeks reconstructing these records. Detailed verbal instructions have been given to the finance section for proper records retention and filing of C. I. records.

As it appears that all items on the 1961 C. I. Fund are complete, it is recommended that this code be closed by June 30, 1970. It is also recommended that the 1963 C. I. Fund be brought to a swift conclusion.

It is recommended that allocations from new appropriations for C. I.'s be restricted until such time as prior year appropriations are expanded, unless the item is large and let to contract. It would seem that those items which the commission plans to construct themselves should be completed as appropriated chronologically, rather than going from one biennium to another.

It is also recommended that appropriations for other state agencies from the Highway Fund not be shown on the Income and Expenditures records of the State Highway Commission, as they are not sections of the State Highway Commission, but separate state agencies.

It is recommended that the Commission not be allowed to transfer appropriations back and forth between bienniums, as they were allowed to do between the 1963, 1965, and 1967 bienniums. See footnote (1) to Exhibit "M".

It is recommended that funds from the sale of the Commissions Capital Assets be shown as revenues, rather than as refunds of expenditures. These funds should not be transferred to a work order except with the permission of the Budget Bureau. Such transfers should increase availability rather than distorting expenditures by understating them. It should be noted that funds received from the sale of Capital Assets do not meet the criterion for refunds of expenditures as formulated by the Budget Bureau (B. M. No. 2, L.).

It is requested that the Monthly Report be changed to include the amount expended on closed work order by item. The total of work orders closed and listed on the agenda should agree to the total of "Completed to Date" on the BD725.

Summary

We have received verbal assurances from the Highway Commission Chairman that efforts will be made toward implementing the foregoing recommendations. In summary and in conclusion, we believe that for an effective and meaningful job to be done in accounting for highway funds, the Controller must be allowed to exercise the full authority afforded his office by statute. In those areas where part of this authority has been eroded by other divisions, efforts should be made to reverse such action. In order for the cost accounting system to reveal accurate costs of specific segments of highways so that the Highway Commission will be in a position to control these costs, it is essential that work orders reflect as closely as possible the direct expenses and equitable prorrations of indirect expenses attributable to the job being done. Finally, it is essential that all financial statements be prepared in such a way

as to give adequate, informative disclosure of true operating results. Such informative disclosure is impossible if certain revenues and expenses are "netted" as described earlier in this commentary.

Respectfully submitted,

HENRY L. BRIDGES, STATE AUDITOR

Prepared by Donald R. McQueen

Approved:

Carlyle C. Craven
C.P.A.

BALANCE SHEET
June 30, 1969

EXHIBIT "A"

ASSETS		LIABILITIES, INVESTMENTS AND FUND BALANCE	
CURRENT ASSETS:		CURRENT LIABILITIES:	
CASH:		ACCOUNTS PAYABLE: (NOTE 6)	
In Banks.....	\$ 20,300.00	Trade.....	\$ 2,138,431.73
On Deposit—State Treasurer.....	128,869,450.68	Gas and Oil Delivery Tickets.....	65,510.02
		Group Insurance Premiums.....	178,565.83
		Credit Balance in Accounts Receivables.....	3,877.00
			\$ 2,386,384.58
ACCOUNTS RECEIVABLE:		ACCRUED LIABILITIES:	
Due from Bond Fund.....	\$ 3,887,524.87	Payroll.....	\$ 1,609,971.18
Due from Federal Government.....	6,598,155.00	Taxes Payable.....	3,248.96
Due from Cities and Towns—Current Portion		Allowance for Employees' Vacation, Sick	
(Below).....	1,495,710.82	Leave, Holidays and Compensatory Leave.....	5,721,469.20
Due from State Departments, Agencies, Institutions	1,386,620.20		7,334,680.34
Due from Utilities and Other Public Service			
Agencies.....	181,574.25		
Other Receivables.....	158,037.03		
		DEFERRED CREDITS:	
		Undistributed Revenue.....	14,329.28
INVENTORIES: (NOTE 1)		TOTAL CURRENT LIABILITIES.....	\$ 9,735,403.20
Stores.....	\$ 4,427,147.60		
Job Orders in process.....	311.17	OTHER LIABILITIES:	
		Special Deposits.....	\$ 455,034.84
TOTAL CURRENT ASSETS.....	\$147,004,831.62	Accrued Reserves for Workmen's Compensation	
		and Public Liability Claims.....	257,108.33
OTHER ASSETS:			
Imprest Cash Fund—Department of Motor Vehicles..	\$ 15,000.00	DEFERRED CREDITS: (NOTE 7)	
		Proceeds from the sale of	
ACCOUNTS RECEIVABLE: (NOTES 2 & 3)		Capital Assets.....	\$ 62,024.50
Due from Cities and Towns.....	\$ 4,936,116.00	Income—Utility Companies—	
Less: Portion due Currently		Capital Credit Allocations.....	17,867.20
(Above).....	1,495,710.82		79,891.70
	\$ 3,440,405.18		

EXHIBIT "A" Continued

ASSETS		LIABILITIES, INVESTMENTS AND FUND BALANCE	
Due from Utility Companies—			
Capital Credit Allocations-----	17,867.20		
Travel Advances—Employees-----	25,001.16		
	3,483,273.54		
Securities held for Others-----	400,000.00		
DEFERRED CHARGES: (NOTE 4)			
Advance Acquisition of Right-			
of-Way-----	\$ 2,752,855.47		
Undistributed Charges-----	39,093.87		
TOTAL OTHER ASSETS	\$ 6,690,822.88		
FIXED ASSETS: (NOTE 5)			
Equipment-----	\$ 63,930,995.17		
Less: Accumulated Depreciation-----	33,852,219.81		
NET BOOK VALUE OF FIXED ASSETS-----	\$ 30,078,775.36		
FEDERAL AID ALLOCATIONS (SCHEDULE A-4)-----	180,316,348.94		
TOTAL ASSETS-----	\$334,090,778.80		
		TOTAL OTHER LIABILITIES-----	\$ 792,034.87
		TOTAL LIABILITIES-----	\$ 10,527,438.07
		INVESTMENT IN FIXED ASSETS:	
		Investment in Equipment-----	\$ 36,436,075.49
		Equipment on Loan from Federal Government-----	120,000.00
		TOTAL INVESTMENT IN FIXED ASSETS-----	\$ 36,556,075.49
		FUND BALANCE:	
		RESTRICTED: (NOTES 8 & 9)	
		Encumbrance Allotments	
		(Schedules A-1 & A-2)-----	\$194,528,437.52
		Reserves (Schedules A-2	
		and A-3)-----	81,292,223.02
		Other Encumbrances (Sch. A-1)-	3,875,837.51
		TOTAL RESTRICTED-----	\$279,696,498.05
		UNRESTRICTED SURPLUS (SCH. A-1)	7,310,767.19
		TOTAL FUND BALANCE (SCHEDULE A-1)	\$287,007,265.24
		TOTAL LIABILITIES, INVESTMENTS AND FUND BALANCE-----	\$334,090,778.80

EXHIBIT "A" Continued

Note 1. Inventories have been adjusted by \$704,888.04 to reclassify completed parts as equipment in the amount of \$370,448.70 and the balance as an encumbrance in the amount of \$334,439.34. We have also reduced the amount of Inventory in transit from \$405,632.34 to \$186,454.10 and have shown \$250,714.47 as an encumbrance.

2. We call your attention to the comments relative to Accounts Receivable—due from cities and towns. We have shown that portion due currently as a current asset and the balances due in subsequent years as other assets. At June 30, 1969, no allowances had been set up for uncollectible or past due receivables and we noted several in a delinquent state.

3. During the course of our examination, we noted that Capital Credit Allocations due from Electric Membership Cooperatives were not reflected in the accounts and records of the commission. We have presented the amounts due to the commission as confirmed directly with the Cooperatives by us on February 1, 1970 in the amount of \$17,867.20.

4. Attention is called to advanced acquisition of Right-Of-Way in the amount of \$2,752,855.47 which is \$252,855.47 in excess of the approved level authorized by the Budget Division of the Department of Administration on June 4, 1968. See Commentary.

5. For more informative disclosure we have presented the assets of the Equipment Fund as part of the Current Fund. We have also made an adjustment to equipment in the amount of \$370,448.70 as mentioned in Note # 1 above.

6. It has been the policy of the Highway Commission to present as accounts payable, unfilled purchase orders at June 30, 1969. Of the \$6,597,886.82 unfilled purchase orders included in accounts payable by the commission, a detailed analysis by us revealed only \$2,138,431.73 actually represented true accounts payable and \$3,875,837.51 represented a restriction on the fund balance, properly presented as an encumbrance. We have adjusted the balance sheet presented above to reflect the proper presentation of the accrual made on the commissions records.

7. Deferred Credits—We have made an adjustment to Deferred Credits to reflect the Deferred Income from electric membership cooperatives as noted in # 3 above.

8. Attention is called to the Restricted Fund Balance amounting to \$279,696,498.05 which is presented in detail on Schedule A-1. As mentioned in Note 6 above, we have reclassified \$3,875,837.51 of unfilled purchase order as "Other Encumbrances" in this restricted section. Actually a large portion of this amount should be included in the encumbrance allotment accounts for the more proper presentation; however, in order to properly present these amounts we would also have to carry our adjustment through to the various statement of expenditures, which, because of time considerations, we did not do.

9. Included in the Encumbrance Allotment Accounts totaling \$194,528,437.52 should be amounts adequate to cover unfilled Construction Contracts and Engineering and Consultant Contracts; however, since Construction Contracts and Engineering and Consultant Contracts are not under the supervision of the Controller's Office for Budgetary and Accounting purposes, we cannot attest to whether adequate provisions have been made for these contracts. According to records maintained by the Construction Department, the balance of construction contracts outstanding at June 30, 1969 amounted to \$114,007,544.59; records maintained by the Assistant Chief Engineer's Office indicated Engineering and Consultant Contracts outstanding at March 31, 1970 amounted to \$1,367,508.17. We report these amounts for information only as we were unable to reconcile these amounts with financial records maintained by the Controller's Office. Neither of these amounts has been classified as to their current posting.

Note: Attention is called to the outstanding contractor's claims in the amount of \$1,853,938.92 at June 30, 1969 for which the North Carolina State Highway Commission was contingently liable. The Balance Sheet as presented does not include a provision for these contingent claims, most of which are pending in court.

FUND BALANCE
STATEMENT OF REVENUE, EXPENDITURES AND BALANCES
June 30, 1969

SCHEDULE A-1

FUND BALANCE JULY 1, 1968.....		\$ 213,199,920.73
REVENUES:		
Current Fund Revenue (Exh. "B").....	\$207,532,610.50	
Federal Aid—HPS/HPR (Exh. "B").....	1,359,366.61	
Federal Aid Construction (Exh. "B").....	91,094,828.00	
Cities and Towns Participation (Exh. "B").....	4,154,008.73	
Property Owners Participation (Exh. "B").....	932,013.18	
TOTAL ADDITIONS (Exh. "B").....		305,072,827.02
TOTAL AVAILABILITY		\$ 518,272,747.75
EXPENDITURES:		
Current Accounts.....	\$ 40,911,687.46	
Encumbrance Accounts.....	194,229,632.56	
GROSS EXPENDITURES (Exh. "C").....	\$235,141,320.02	
DEDUCT: Encumbrances shown as Expenditures on the Commission statements (1).....	3,875,837.51	
NET EXPENDITURES		231,265,482.51
FUND BALANCE JUNE 30, 1969 (Exh. "A").....		\$ 287,007,265.24
FUND BALANCE REPRESENTED BY:		
RESTRICTED FUNDS:		
Encumbrance Allotments (Exh. "C").....		\$ 194,528,437.52
Reserves (Sch. A-3).....		81,292,223.02
Other Encumbrances (1) (Exh. "A").....		3,875,837.51
UNRESTRICTED FUNDS:		
Surplus (Exh. "A").....		7,310,767.19
TOTAL AS ABOVE (EXH. "A").....		\$ 287,007,265.24
FOOTNOTE (1): See footnote No. 8, Exhibit "A" and Commentary.		

ENCUMBRANCE ALLOTMENTS
June 30, 1969

SCHEDULE A-2

STATE MAINTENANCE AND CONSTRUCTION:		
Primary System.....	\$ 22,264,244.23	
Secondary System.....	24,168,904.77	
Urban System.....	20,229,573.96	
Public Service Roads.....	2,783,889.29	
Capital Improvements.....	1,010,407.83	
Federal Aid — HPS/HPR/PR.....	214,864.07	
Federal Aid — Construction.....	123,753,436.90	
State Aid to Municipalities.....	103,116.47	
TOTAL (TO EXHIBIT "A" AND SCH. A-1).....	\$ 194,528,437.52	

RESERVES
June 30, 1969

SCHEDULE A-3

Federal Participation — HPS/HPR/PR.....	\$ 1,620,789.40
Federal Participation — Construction.....	54,999,152.54
State Funds to Match Federal Participation — HPS/HPR/PR.....	398,748.80
State Funds to Match Federal Participation — Construction.....	10,632,540.06
State Aid to Municipalities.....	233,714.68
Capital Improvements.....	1,078,295.08
Additional Salary Requirements.....	335,000.00
Highway Safety Program.....	959,321.61
Highway Beautification Program.....	37,556.85
Appropriations in Excess of Estimated Revenue.....	10,997,104.00
TOTAL (EXHIBIT "A" AND SCH. A-1).....	\$ 81,292,223.02

FEDERAL AID ALLOCATIONS
June 30, 1969

SCHEDULE A-4

System	HPS/HPR/PR	Construction	Total
Primary.....	\$ 58,193.00	\$ 19,682,335.00	\$ 19,740,528.00
Secondary.....	51,876.00	18,164,544.00	18,216,420.00
Urban.....	18,035.00	8,466,584.00	8,484,619.00
Interstate.....		81,913,426.54	81,913,416.54
Highway Planning and Research.....	1,599,559.40		1,599,559.40
Forestry.....		539,256.00	539,256.00
Accelerated Public Works Program.....		13,814.00	13,814.00
Appalachian Program.....		11,445,597.00	11,445,597.00
Outdoor Advertising Control.....		40,287.00	40,287.00
Junkyard Control.....		139,188.00	139,188.00
Landscaping and Scenic Enhancement.....		745,102.00	745,102.00
Rural Primary.....	8,863.00	1,737,248.00	1,746,111.00
Rural Secondary.....	7,900.00	1,548,499.00	1,556,399.00
TOPICS — Urban Area.....	13,116.00	2,570,891.00	2,584,007.00
Advance Acquisition of Right-of-Way.....		1,552,045.00	1,552,045.00
TOTALS (EXHIBIT "A").....	\$ 1,757,542.40	\$148,558,806.54	\$150,316,348.94

NORTH CAROLINA STATE HIGHWAY COMMISSION
STATEMENT OF REVENUE
Fiscal Year Ended June 30, 1969

EXHIBIT "B"

	Actual	Estimated	Actual Revenue Over (Under) Estimated	Actual Last Year	Increase (Decrease)
CURRENT FUND:					
STATE REVENUE:					
MOTOR VEHICLE REVENUE:					
Automobile Licenses.....	\$ 20,032,419.46	\$ 19,063,000.00	\$ 989,419.46	\$ 18,961,836.67	\$ 1,090,582.79
Truck Licenses.....	20,093,399.20	18,750,000.00	1,343,399.20	18,786,019.53	1,307,379.67
For Hire Licenses.....	2,676,968.51	2,390,000.00	286,968.51	2,450,224.43	226,744.08
Motorcycle Licenses.....	143,956.50	100,000.00	43,956.50	124,634.32	19,302.18
Bus and Franchise Taxes.....	9,325,551.19	8,400,000.00	925,551.19	8,650,985.43	674,565.76
Gasoline Tax—6¢.....	134,804,576.15	129,200,000.00	5,544,576.15	125,038,346.33	9,766,229.82
Gasoline Tax Refunds to Highway Commission.....	914,309.70	850,000.00	64,309.70	926,084.52	(11,774.82)
Gasoline Inspection Fees.....	5,759,192.62	5,540,000.00	219,192.62	5,345,550.16	413,642.46
Title Fees.....	1,970,157.69	1,700,000.00	270,157.69	1,825,266.70	144,890.99
Penalties.....	788,601.37	775,000.00	13,601.37	757,891.93	30,709.44
Highway Usage Registration Fees.....	178,702.32	130,000.00	48,702.32	159,802.31	18,900.01
Certificate Fees.....	1,715.85		1,715.85	1,746.00	(30.15)
Interest on Drafts.....	39,845.65		39,845.65	17,536.65	22,309.00
Miscellaneous.....		20,000.00	(20,000.00)		
TOTAL MOTOR VEHICLE REVENUE.....	\$196,749,396.21	\$186,978,000.00	\$ 9,771,396.21	\$183,045,944.98	\$ 13,703,451.23
OTHER REVENUE:					
Personalized Registration Plates.....	\$ 23,693.53	\$ —	\$ 23,693.53	\$ 13,863.32	\$ 9,830.21
Interest on Funds Invested by Treasurer.....	10,719,092.01	5,000,000.00	5,789,092.01	9,420,810.33	1,328,281.68
Miscellaneous Income.....	10,428.75		10,428.75	1,395.92	9,032.83
TOTAL OTHER REVENUE.....	\$ 10,753,214.29	\$ 5,000,000.00	\$ 5,783,214.29	\$ 9,436,009.57	\$ 1,347,144.72
TOTAL STATE REVENUE (SCH. A-1).....	\$207,532,610.50	\$191,978,000.00	\$ 15,554,610.50	\$192,482,014.55	\$ 15,050,595.95

EXHIBIT "B" Continued

	Actual	Estimated	Actual Revenue Over (Under) Estimated	Actual Last Year	Increase (Decrease)
PARTICIPATION REVENUE:					
FEDERAL AID PARTICIPATION HPS/HPR/PR:					
Primary.....	\$ 58,193.00	\$ 58,193.00	\$ -0-	\$ 53,511.00	\$ 4,682.00
Secondary.....	51,876.00	51,876.00		47,506.63	4,369.37
Urban.....	17,989.38	17,989.38		16,430.61	1,558.77
Interstate.....	(261.41)	(261.41)			(261.41)
Highway Planning Research.....	1,201,690.64	1,201,690.64		825,844.87	375,846.07
Rural Primary—PR.....	8,863.00	8,863.00			8,863.00
Rural Secondary—PR.....	7,900.00	7,900.00			7,900.00
TOPICS—Urban Area—PR.....	13,116.00	13,116.00			13,116.00
TOTAL FEDERAL AID PARTICIPATION—HPS/HPR/PR (Sch. A-1).....	\$ 1,359,366.61	\$ 1,359,366.61	\$ -0-	\$ 943,292.81	\$ 416,073.80
FEDERAL AID PARTICIPATION—CONSTRUCTION:					
Primary.....	\$ 11,405,988.00	\$ 11,405,988.00	\$ -0-	\$ 10,488,305.00	\$ 917,683.00
Secondary.....	10,167,711.00	10,167,711.00		9,329,726.00	837,985.00
Urban.....	3,534,975.00	3,534,975.00		3,221,770.00	313,205.00
Interstate.....	50,568,127.00	50,568,127.00		33,894,269.00	16,673,858.00
Forestry.....	(6,535.00)	(6,535.00)		395,622.00	(402,157.00)
Emergency Relief.....	(82,408.00)	(82,408.00)			(82,408.00)
Appalachian Program.....	7,866,000.00	7,866,000.00		2,020,991.00	5,845,009.00
Outdoor Advertising Control.....	40,271.00	40,271.00		(840.00)	41,111.00
Junkyard Control.....	17,394.00	17,394.00		(51,155.00)	68,549.00
Landscaping and Scenic Enhancement.....	174,622.00	174,622.00		627.00	173,995.00
Rural Primary.....	1,737,248.00	1,737,248.00			1,737,248.00
Rural Secondary.....	1,548,499.00	1,548,499.00			1,548,499.00
TOPICS—Urban Area.....	2,570,891.00	2,570,891.00			2,570,891.00
Advance Acquisition of Right-of-Way.....	1,552,045.00	1,552,045.00			1,552,045.00
TOTAL FEDERAL AID PARTICIPATION—CONSTRUCTION (Sch. A-1).....	\$ 91,094,828.00	\$ 91,094,828.00	\$ -0-	\$ 59,299,315.00	\$ 31,795,513.00

TOTAL FEDERAL AID PARTICIPATION-----	\$ 92,454,194.61	\$ 92,454,194.61	\$ -0-	\$ 60,242,407.81	\$ 32,211,586.80
PROPERTY OWNERS' PARTICIPATION:					
STATE MAINTENANCE AND CONSTRUCTION:					
Primary System-----	\$ 18,363.25	\$ 18,363.25	\$ -0-	(\$ 1,054.11)	\$ 19,417.36
Secondary System-----	548,506.73	548,506.73		539,420.74	9,085.99
Urban System-----	3,143.18	3,143.18		3,831.39	(683.21)
Public Service Roads-----	237,210.92	237,210.92		336,475.04	(99,264.12)
Federal Aid Construction-----	124,789.10	124,789.10		(14,234.69)	139,023.79
TOTAL PROPERTY OWNERS' PARTICIPATION (Sch. A-1)-----	\$ 932,013.18	\$ 932,013.18	\$ -0-	\$ 864,438.37	\$ 67,574.81
CITIES AND TOWNS PARTICIPATION:					
STATE MAINTENANCE AND CONSTRUCTION:					
Primary System-----	\$ -0-	\$ -0-	\$ -0-	\$ 11,709.99	(\$ 11,709.99)
Urban System-----	1,738,741.79	1,738,741.79		378,044.50	1,360,697.29
Federal Aid HPS/HPR/PR-----	101,681.00	101,681.00		68,930.00	32,751.00
Federal Aid Construction-----	2,313,585.94	2,313,585.94		605,517.10	1,708,068.84
Total Cities and Towns Participation (Sch. A-1)-----	\$ 4,154,008.73	\$ 4,154,008.73	\$ -0-	\$ 1,064,201.59	\$ 3,089,807.14
TOTAL PARTICIPATION REVENUE-----	\$ 97,540,216.52	\$ 97,540,216.52	\$ -0-	\$ 62,171,247.77	\$ 35,368,968.75
TOTAL CURRENT FUND REVENUE (Sch. A-1)-----	\$305,072,827.02	\$289,518,216.52	\$ 15,554,610.50	\$254,653,262.32	\$ 50,419,564.70

**NORTH CAROLINA STATE
STATEMENT OF APPROPRIATIONS, APPORTIONMENTS,
Fiscal Year Ended**

EXHIBIT

CURRENT FUND	Unexpended Allotments 6-30-68	Appropriations Apportionments and Participations	Allotments
CURRENT ACCOUNTS:			
NON-HIGHWAY DEPARTMENTS:			
Dept. of Motor Vehicles.....	\$ -0-	\$ 20,604,639.00	\$ 19,589,605.19
Dept. of Agric.....	-0-	381,659.00	378,230.00
State Bd. of Educ.....	-0-	2,201,987.00	2,201,987.00
Utilities Commission.....	-0-	230,601.00	215,465.06
Highway Safety Program.....	-0-	1,356,607.54	397,285.93
TOTAL NON-HIGHWAY DEPARTMENTS.....	\$ -0-	\$ 24,775,493.54	\$ 22,782,573.18
HIGHWAY COMMISSION:			
Gen. Admin.....	\$ -0-	\$ 3,622,999.00	\$ 3,283,846.42
Eng. Admin. and Supervision.....	-0-	7,841,419.00	7,248,435.99
Reserve for Contingencies.....	-0-	685,190.00	-0-
Employer's Contribution to Retirement System.....	-0-	7,814,835.00	7,596,831.87
Merit Salary Increments.....	-0-	343,226.00	-0-
Leg. Salary Increases—Salary Increases.....	-0-	66,867.00	-0-
Leg. Salary Increases—Salary Adjustments.....	-0-	4,825.00	-0-
Leg. Salary Increases—Longevity Pay.....	-0-	59,928.00	-0-
TOTAL HIGHWAY COMMISSION.....	\$ -0-	\$ 20,439,289.00	\$ 18,129,114.28
TOTAL CURRENT ACCOUNTS.....	\$ -0-	\$ 45,214,782.54	\$ 40,911,687.46
ENCUMBRANCE ACCOUNTS:			
NON-HIGHWAY DEPARTMENTS:			
State Aid to Municipalities.....	\$ 82,067.26	\$ 10,437,474.23	\$ 10,437,474.23
TOTAL NON-HIGHWAY DEPARTMENTS.....	\$ 82,067.26	\$ 10,437,474.23	\$ 10,437,474.23
HIGHWAY COMMISSION:			
STATE MAINTENANCE AND CONSTRUCTION:			
PRIMARY SYSTEM:			
Appropriation.....	\$ 13,945,843.06	\$ 41,379,825.00	\$ 41,379,825.00
Property Owners Participation.....	-0-	18,363.25	18,363.25
Expenditures.....	-0-	-0-	-0-
TOTAL PRIMARY SYSTEM.....	\$ 13,945,843.06	\$ 41,398,188.25	\$ 41,398,188.25
SECONDARY SYSTEM:			
Appropriation.....	\$ 26,891,135.52	\$ 54,994,408.00	\$ 54,994,408.00
Property Owners Participation.....	-0-	548,506.73	548,506.73
Expenditures.....	-0-	-0-	-0-
TOTAL SECONDARY SYSTEM.....	\$ 26,891,135.52	\$ 55,542,914.73	\$ 55,542,914.73
URBAN SYSTEM:			
Appropriation.....	\$ 13,808,813.79	\$ 14,319,372.00	\$ 14,319,372.00
PARTICIPATION BY:			
Cities & Towns.....	-0-	1,738,741.79	1,738,741.79
Property Owners.....	-0-	3,143.18	3,143.18

**HIGHWAY COMMISSION
PARTICIPATIONS, ALLOTMENTS, AND EXPENDITURES
June 30, 1969**

"C"

Expenditures			Unallotted Appropriations	Unexpended Appropriations	Unexpended Allotments
Gross	Receipts	Net			
\$ 25,976,970.08	\$ 6,387,364.89	\$ 19,589,605.19	\$ 1,015,033.81	\$ 1,015,033.81	\$ -0-
378,230.00	-0-	378,230.00	3,429.00	3,429.00	-0-
2,201,987.00	-0-	2,201,987.00	-0-	-0-	-0-
215,465.06	-0-	215,465.06	15,135.94	15,135.94	-0-
641,745.53	244,459.60	397,285.93	959,321.61	959,321.61	-0-
\$ 29,414,397.67	\$ 6,631,824.49	\$ 22,782,573.18	\$ 1,992,920.36	\$ 1,992,920.36	\$ -0-
\$ 3,319,217.77	\$ 35,371.35	\$ 3,283,846.42	\$ 339,152.58	\$ 339,152.58	\$ -0-
7,264,008.76	15,572.77	7,248,435.99	592,983.01	592,983.01	-0-
-0-	-0-	-0-	685,190.00	685,190.00	-0-
7,596,831.87	-0-	7,596,831.87	218,003.13	218,003.13	-0-
-0-	-0-	-0-	343,226.00	343,226.00	-0-
-0-	-0-	-0-	66,867.00	66,867.00	-0-
-0-	-0-	-0-	4,825.00	4,825.00	-0-
-0-	-0-	-0-	59,928.00	59,928.00	-0-
\$ 18,180,058.40	\$ 50,944.12	\$ 18,129,114.28	\$ 2,310,174.72	\$ 2,310,174.72	\$ -0-
\$ 47,594,456.07	\$ 6,682,768.61	\$ 40,911,687.46	\$ 4,303,095.08	\$ 4,303,095.08	\$ -0-
\$ 10,416,425.02	\$ -0-	\$ 10,416,425.02	\$ -0-	\$ 103,116.47	\$ 103,116.47
\$ 10,416,425.02	\$ -0-	\$ 10,416,425.02	\$ -0-	\$ 103,116.47	\$ 103,116.47
\$ -0-	\$ -0-	\$ -0-	\$ -0-	\$ -0-	\$ -0-
-0-	-0-	-0-	-0-	-0-	-0-
33,390,771.04	310,983.96	33,079,787.08	-0-	-0-	-0-
\$ 33,390,771.04	\$ 310,983.96	\$ 33,079,787.08	\$ -0-	\$ 22,264,244.23	\$ 22,264,244.23
\$ -0-	\$ -0-	\$ -0-	\$ -0-	\$ -0-	\$ -0-
-0-	-0-	-0-	-0-	-0-	-0-
58,698,745.34	433,599.86	58,265,145.48	-0-	-0-	-0-
\$ 58,698,745.34	\$ 433,599.86	\$ 58,265,145.48	\$ -0-	\$ 24,168,904.77	\$ 24,168,904.77
\$ -0-	\$ -0-	\$ -0-	\$ -0-	\$ -0-	\$ -0-
-0-	-0-	-0-	-0-	-0-	-0-
-0-	-0-	-0-	-0-	-0-	-0-

EXHIBIT "C"

CURRENT FUND	Unexpended Allotments 6-30-68	Appropriations Apportionments and Participations	Allotments
Expenditures.....	\$ -0-	\$ -0-	\$ -0-
TOTAL URBAN SYSTEM.....	\$ 13,808,813.79	\$ 16,061,256.97	\$ 16,061,256.97
PUBLIC SERVICE ROADS:			
Appropriation.....	\$ 2,639,303.31	\$ 2,020,049.00	\$ 2,020,049.00
Property Owners Participation.....	-0-	237,210.92	237,210.92
Expenditures.....	-0-	-0-	-0-
Total Public Service Roads.....	\$ 2,639,303.31	\$ 2,257,259.92	\$ 2,257,259.92
TOTAL STATE MAINTENANCE AND CONSTRUCTION.....	\$ 57,285,095.68	\$115,259,619.87	\$115,259,619.87
HPS/HPR/PR—FEDERAL AID:			
UNEXPENDED ALLOTMENTS BROUGHT FORWARD.....	\$ 238,373.82	\$ -0-	\$ -0-
APPORTIONMENTS:			
Available for Obligation.....	-0-	1,561,049.00	-0-
Under Obligation.....	-0-	1,135,009.40	1,075,269.00
Cities and Towns Participation.....	-0-	101,681.00	101,681.00
Expenditures.....	-0-	-0-	-0-
TOTAL FEDERAL AID—HPS/HPR/PR.....	238,373.82	2,797,739.40	1,176,950.00
STATE FUNDS TO MATCH FEDERAL AID.....	\$ -0-	\$ 921,480.35	\$ 522,731.55
TOTAL HPS/HPR/PR—FEDERAL AID.....	\$ 238,373.82	\$ 3,719,219.75	\$ 1,699,681.55
HIGHWAY CONSTRUCTION—FEDERAL AID:			
Unexpended Allotments Brought Fwd.....	\$ 99,347,522.37	\$ -0-	\$ -0-
APPORTIONMENTS:			
Not Available for Obligation.....	-0-	45,386,527.00	-0-
Available for Obligation.....	-0-	873,207.54	-0-
Under Obligation.....	-0-	74,498,416.00	65,758,998.00
PARTICIPATION BY:			
Cities and Towns.....	-0-	2,313,585.94	2,313,585.94
Property Owners.....	-0-	124,789.10	124,789.10
Expenditures.....	-0-	-0-	-0-
TOTAL FEDERAL AID—CONSTRUCTION FUNDS.....	\$ 99,347,522.37	\$123,196,525.58	\$ 68,197,373.04
STATE FUNDS TO MATCH FEDERAL AID.....	\$ -0-	\$ 44,515,112.01	\$ 33,882,571.95
TOTAL HIGHWAY CONSTRUCTION—FEDERAL AID.....	\$ 99,347,522.37	\$167,711,637.59	\$102,079,944.99
CAPITAL IMPROVEMENTS 1961-63 BIENNIUM:			
Appropriations.....	\$ 502.55	\$ 8,300.00	\$ -0-
Expenditures.....	-0-	-0-	-0-
TOTAL 1961-63 BIENNIUM.....	\$ 502.55	\$ 8,300.00	\$ -0-
1963-65 BIENNIUM:			
Appropriations.....	\$ 41,310.34	\$ 287,205.48	\$ 131,031.28
Expenditures.....	-0-	-0-	-0-
TOTAL 1963-65 BIENNIUM.....	\$ 41,310.34	\$ 287,205.48	\$ 131,031.28

Continued

Expenditures			Unallotted Appropriations	Unexpended Appropriations	Unexpended Allotments
Gross	Receipts	Net			
\$ 9,642,261.97	\$ 1,765.17	\$ 9,640,496.80	\$ -0-	\$ -0-	\$ -0-
\$ 9,642,261.97	\$ 1,765.17	\$ 9,640,496.80	\$ -0-	\$ 20,229,573.96	\$ 20,229,573.96
\$ -0- -0- 2,089,419.02	\$ -0- -0- (23,254.92)	\$ -0- -0- 2,112,673.94	\$ -0- -0- -0-	\$ -0- -0- -0-	\$ -0- -0- -0-
\$ 2,089,419.02	\$ (23,254.92)	\$ 2,112,673.94	\$ -0-	\$ 2,783,889.29	\$ 2,783,889.29
\$ 103,821,197.37	\$ 723,094.07	\$ 103,098,103.30	\$ -0-	\$ 69,446,612.25	\$ 69,446,612.25
\$ -0- -0- -0- -0- 1,723,191.30	\$ -0- -0- -0- -0- -0-	\$ -0- -0- -0- -0- 1,723,191.30	\$ -0- 1,561,049.00 59,740.40 -0- -0-	\$ -0- -0- -0- -0- -0-	\$ -0- -0- -0- -0- -0-
\$ 1,723,191.30	\$ -0-	\$ 1,723,191.30	\$ 1,620,789.40	\$ 2,234,402.27	\$ 214,864.07
\$ -0-	\$ -0-	\$ -0-	\$ 398,748.80	\$ -0-	\$ -0-
\$ 1,723,191.30	\$ -0-	\$ 1,723,191.30	\$ 2,019,538.20	\$ 2,234,402.27	\$ 214,864.07
\$ -0- -0- -0- -0- -0- -0- 77,674,671.39	\$ -0- -0- -0- -0- -0- -0- 640.93	\$ -0- -0- -0- -0- -0- -0- 77,674,030.46	\$ -0- 45,386,527.00 873,207.54 8,739,418.00 -0- -0- -0-	\$ -0- -0- -0- -0- -0- -0- -0-	\$ -0- -0- -0- -0- -0- -0- -0-
\$ 77,674,671.39	\$ 640.93	\$ 77,674,030.46	\$ 54,999,152.54	\$ 189,385,129.50	\$ 123,753,436.90
\$ -0-	\$ -0-	\$ -0-	\$ 10,632,540.06	\$ -0-	\$ -0-
\$ 77,674,671.39	\$ 640.93	\$ 77,674,030.46	\$ 65,631,692.60	\$ 189,385,129.50	\$ 123,753,436.90
\$ -0- 1,780.03	\$ -0- -0-	\$ -0- 1,780.03	\$ 8,300.00 -0-	\$ -0- -0-	\$ -0- -0-
\$ 1,780.03	\$ -0-	\$ 1,780.03	\$ 8,300.00	\$ 7,022.52	\$ (1,277.48)
\$ -0- 71,791.54	\$ -0- -0-	\$ -0- 71,791.54	\$ 156,174.20 -0-	\$ -0- -0-	\$ -0- -0-
\$ 71,791.54	\$ -0-	\$ 71,791.54	\$ 156,174.20	\$ 256,724.28	\$ 100,550.08

EXHIBIT "C"

CURRENT FUND	Unexpended Allotments 6-30-68	Appropriations Apportionments and Participations	Allotments
1965-67 BIENNIUM:			
Appropriations.....	\$ 109,444.60	\$ 62,269.89	\$ 56,077.21
Expenditures.....	-0-	-0-	-0-
TOTAL 1965-67 BIENNIUM.....	\$ 109,444.60	\$ 62,269.89	\$ 56,077.21
1967-69 BIENNIUM:			
Appropriations.....	\$ 1,277,814.53	\$ 1,619,738.00	\$ 712,109.80
Expenditures.....	-0-	-0-	-0-
TOTAL 1967-69 BIENNIUM.....	\$ 1,277,814.53	\$ 1,619,738.00	\$ 712,109.80
TOTAL CAPITAL IMPROVEMENTS.....	\$ 1,429,072.02	\$ 1,977,513.37	\$ 899,218.29
TOTAL ENCUMBRANCE ACCOUNTS.....	\$158,382,131.15	\$299,105,464.81	\$230,375,938.93
TOTAL CURRENT FUND.....	\$158,382,131.15	\$344,320,247.35	\$271,287,626.39

Continued

Expenditures			Unallotted Appropriations	Unexpended Appropriations	Unexpended Allotments
Gross	Receipts	Net			
\$ -0-	\$ -0-	\$ -0-	\$ 6,192.68	\$ -0-	\$ -0-
20,539.01	-0-	20,539.01	-0-	-0-	-0-
\$ 20,539.01	\$ -0-	\$ 20,539.01	\$ 6,192.68	\$ 151,175.48	\$ 144,982.80
\$ -0-	\$ -0-	\$ -0-	\$ 907,628.20	\$ - 0-	\$ -0-
1,223,771.90	-0-	1,223,771.90	-0-	-0-	-0-
\$ 1,223,771.90	\$ -0-	\$ 1,223,771.90	\$ 907,628.20	\$ 1,673,780.63	\$ 766,152.43
\$ 1,317,882.48	\$ -0-	\$ 1,317,882.48	\$ 1,078,295.08	\$ 2,088,702.91	\$ 1,010,407.83
\$ 194,953,367.56	\$ 723,735.00	\$ 194,229,632.56	\$ 68,729,525.88	\$ 263,257,963.40	\$ 194,528,437.52
\$ 242,547,823.63	\$ 7,406,503.61	\$ 235,141,320.02	\$ 73,032,620.96	\$ 267,561,058.48	\$ 194,528,437.52
		(Schedule A)			(Exhibit "A" & Schedule A-1)

**COMPARATIVE STATEMENT OF EXPENDITURES
CURRENT FUND
For The Years Ended June 30, 1969 and June 30, 1968**

EXHIBIT "D"

Object Code	Description	Expenditures		1968-69 Over Under*
		1968-69	1967-68	
N-A	Department of Motor Vehicles.....	\$ 19,589,605.19	\$ 18,660,788.60	\$ 928,816.59
N-A	Department of Agriculture.....	378,230.00	380,953.00	2,723.00*
N-A	State Board of Education.....	2,201,987.00	2,044,389.00	157,598.00
N-A	Utilities Commission.....	215,465.06	192,581.51	22,883.55
N-A	Employers Contribution to Retirement System.....	7,596,831.87	7,211,066.80	385,965.07
N-A	General Administration.....	3,284,000.49	3,067,361.57	216,638.92
N-A	Engineering Administration.....	7,248,435.99	7,200,419.75	48,016.24
N-A	Highway Safety Program.....	397,285.93	49,565.46	347,720.47
N-A	State Aid to Municipalities.....	10,416,425.02	9,959,054.78	457,370.24
020	Salaries and Wages.....	39,744,256.03	38,423,244.84	1,321,011.19
030	Temporary Labor—Hourly Rate.....	5,738,908.58	7,077,587.88	1,338,679.30*
040	Trainee Salaries.....	294,398.50	438,895.59	144,497.09*
060	Temporary Labor—Annual Rate.....	885,954.96	1,070,337.02	184,382.06*
110	Prison Labor.....	4,799,741.65	4,799,878.78	137.13*
220	Payroll Additives.....	7,857,963.94	9,261,439.87	1,403,475.93*
221	Payroll Additives—Trainee.....	59,146.97	104,610.90	45,463.93*
231	Per Diem Expense of Commissioners.....		1,406.39 ¹	1,406.39*
232	Employees Travel.....	499,188.17	451,213.83	47,974.34
233	Educational Expense.....	5,574.22	4,189.81	1,384.41
310	Professional or Consultant Fees Paid Individuals.....	14,722.97 ²		14,722.97
311	Professional and Consultant Fees.....	2,652,093.92	2,969,981.70	317,887.78*
313	Outside Testing and Engineering.....	138,562.22	131,601.53	6,960.69
321	Freight, Express and Drayage.....	3,865.02	2,574.75	1,290.27
322	Telephone and Telegraph.....	113,470.43	102,956.63	10,513.80
323	Postage.....	19,154.47	18,661.55	492.92
330	Rent of Land and Structures—Individuals.....	7,848.10 ²		7,848.10
331	Rent of Land and Structures.....	58,744.62	66,727.15	7,982.53*
336	Water, Heat and Power.....	305,548.52	219,123.83	86,424.69
341	Repairs and Service to Buildings.....	14,166.83	23,191.10	9,024.27*
342	Repairs and Service to Equipment—Other.....	17,317.02	21,341.77	4,024.75*
343	Repairs and Service to Equipment—Wreck.....	87.76	233.33	145.57*
351	Insurance and Bond Premiums.....	34.55		34.55
352	Dues, Subscriptions, Promotion & Advertising.....	22,200.42	26,032.04	3,831.62*
353	Payments to Contractors.....	122,281,433.05	112,604,193.30	9,677,239.75
354	Payments to State Agencies.....	124,155.33	670,910.75	546,755.42*
410	Office Supplies.....	16,414.02	51,442.61	35,028.59*
421	Maintenance Materials & Supplies— Aggregate and Sand.....	8,578,594.81	9,734,494.67	1,155,899.86*
422	Maintenance Materials & Supplies— Asphalt and Tar.....	5,438,197.66	5,284,142.97	154,054.69
423	Maintenance Materials and Supplies—Other.....	2,337,785.27	2,090,240.48	247,544.79
424	Bridge Materials and Supplies.....	1,768,416.01	1,872,246.96	103,830.95*
425	Landscape Materials and Supplies.....	594,891.27	608,149.73	13,258.46*
426	Traffic Paint and Additives.....	2,711,686.37	2,910,460.47	198,774.10*
427	Road Signs and Signals.....	2,043,473.32	2,046,428.66	2,955.34*
428	Buildings and Ground Materials and Supplies.....	525,403.63	580,492.42	55,088.79*
441	Repair and Replacement Parts.....	32,135.94	24,409.78	7,726.16
442	License Plates.....	17.50	—0—	17.50
450	Motor Fuel, Lubricates and Anti-freeze.....	17,076.62	19,146.95	2,070.33*
460	Tires and Tubes.....	109.71	311.45	201.74*
471	Engineering and Drafting Supplies.....	93,314.07	88,078.05	5,236.02
472	Laboratory Supplies.....	2,135.97	1,233.09	902.88

EXHIBIT "D" Continued

Object Code	Description	Expenditures		1968-69 Over Under*
		1968-69	1967-68	
473	Photographic Supplies.....	\$ 4,532.62	\$ 4,462.34	\$ 70.28
474	Shop Supplies, Tools and Tire Chains.....	475,231.91	476,773.95	1,542.04*
475	First Aid and Medical Supplies.....	7,263.56	8,107.63	844.07*
476	Road Maps.....	4.20	7.76	3.56*
511	Office Furniture and Equipment.....	23,209.46	36,380.12	13,170.66*
512	Engineering and Drafting Equipment.....	10,383.30	30,139.26	19,755.96*
513	Shop Equipment.....	1,416.67	5,910.13	4,493.46*
515	Miscellaneous Equipment.....	32,696.94	23,623.09	9,073.85
516	Non-Rental Road Equipment.....	11,179.60	24,080.46	12,900.86*
521	Rent of Tabulating Equipment.....	2,189.99	3,302.18	1,112.19*
522	Rent of Equipment from the equipment department.....	24,088,717.04	24,226,021.15	137,304.11*
523	Rent of Other Equipment.....	493,447.65	1,467,583.73	974,136.08*
602	Right-of-way Incidental costs paid individuals.....	454,660.41 ²		454,660.41
603	Acquisition of right-of-way by agreement from individuals.....	5,038,967.38 ²		5,038,967.38
604	Acquisition of right-of-way by deed from individuals.....	1,525,849.76 ²		1,525,849.76
611	Land for Buildings, Depots, and Yards.....	33,280.03	94,783.00	61,502.97*
612	Right-of-way incidental costs.....	1,020,374.85	1,007,403.76	12,971.09
613	Acquisition of right-of-way by agreement.....	9,483,336.31	12,654,04.65	3,171,268.34*
614	Acquisition of right-of-way by deed.....	2,837,817.63	6,012,285.63	3,174,468.00*
615	Acquisition of right-of-way by condemnation.....	1,868,628.66	4,959,275.94	3,090,647.28*
616	Acquisition of right-of-way by settlement.....	1,470,208.68	1,274,077.31	196,131.37
617	Acquisition of right-of-way by jury verdict.....	558,127.15	347,527.91	210,599.24
618	Right-of-Way Utilities.....	2,038,190.25	1,422,341.63	615,848.62
630	Public Liability Claims.....	10.20		10.20
640	Services by other Highway Departments.....	14,476.34		14,476.34
644	Electronic Data Processing Services.....	44,021.76	39,136.58	4,885.18
645	Photogrammetric Services.....	21,701.66	12,174.27	9,527.39
646	Planning job order costs.....	175,557.93	81,255.50	94,302.43
670	Interest Expense.....	22,943.98	18,812.15	4,131.83
942	Sale of Salvage materials and equipment.....	66,840.42*	99,162.21*	32,321.79
951	Reimbursement—Cities and Towns.....	242,889.21*	127,477.30*	115,411.91*
952	Reimbursement—Part. Paving.....	1,231.21	24,075.16*	25,306.37
953	Reimbursement by Others.....	196,094.86*	92,303.73*	103,791.13*
960	Rental Income.....	2,890.40*	3,067.90*	177.50
970	Damage Claims.....	166,172.88*	165,901.46*	271.42*
990	Other Receipts.....	365.35*	21,568.63*	21,203.28
995	Toll Receipts.....	202,920.25*	173,390.50*	29,529.75*
GROSS EXPENDITURES.....		\$312,027,940.73	\$306,090,916.34	\$ 5,937,024.39
DEDUCT: Bond Fund Expenditures.....		76,886,620.71	69,793,341.73	7,093,278.98
CURRENT FUND EXPENDITURES (EXH. "C").....		\$235,141,320.02	\$236,297,574.61	\$ 1,156,254.59*

¹This is an error in classification, as all object 231 should be in General Administration.

²New objective codes were used during the year for the first time, thereby causing some distortion in some object lines.

³Included in the above expenditure summary are amounts for capital improvements. See Exhibit "K" for separate breakdown by objects for capital improvements.

ALLOCATIONS FROM UNAPPROPRIATED SURPLUS

BY GOVERNOR DAN K. MOORE

For the Year Ended June 30, 1969

EXHIBIT "E"

Date of Allocation	Amount of Allocations	Total Amounts	County or Town, Road Number and/or Purpose
AVAILABLE JULY 1, 1968		\$ 11,327,806.43	
ALLOCATIONS:			
September 17, 1968	\$ 106,911.00		Salary Adjustments for Highway Employees
October 3, 1968	84,000.00 ¹		Ocracoke Island, Pave Airstrips
October 15, 1968	750,000.00		Madison County, Widen N.C. 213
October 15, 1968	500,000.00		Mitchell County, U.S. 19E, Widen and Realign
October 15, 1968	500,000.00		Div. 14, Improve School Bus Routes within the Division
October 15, 1968	400,000.00		Gaston County, Seventh Avenue, Gastonia
October 15, 1968	100,000.00		Iredell County, Urban Project in Mooresville
October 15, 1968	450,000.00		Watauga County, U.S. 221 and 321; widen Curb and Gutter 1.5 miles
October 15, 1968	50,000.00		Caldwell County, Construct Passing Zone on U.S. 321
October 15, 1968	500,000.00		Mecklenburg County, Construct new connector between Research Park and UNC-Charlotte
October 15, 1968	200,000.00		Davidson County, Improve 5th Avenue, Lexington
October 15, 1968	110,000.00		Rowan County, Improve Innis Street, Salisbury
October 15, 1968	40,000.00		Davidson County, Construct connector between Unity and Mendenhall Streets, Thomasville
October 15, 1968	350,000.00		Davidson County, N.C. 109 East Crosstown, Thomasville
October 15, 1968	500,000.00		Division 8, Supplement and complete projects previously within Urban Bond Funds
October 15, 1968	850,000.00		Division 8, Relocation U.S. 421, Randolph County
October 15, 1968	250,000.00		Guilford County, Revise Interchange and construct Service Road to Western Electric Plant
October 15, 1968	1,000,000.00		Guilford County, Supplement to Existing U.S. 421 Project
October 15, 1968	500,000.00		Columbus County, Improve U.S. 74 between Bolton and Whiteville
October 15, 1968	500,000.00		Wilson County, Construct Wiggins-Hines Thoroughfare in Wilson
October 15, 1968	15,000.00		Nash County, Grade, Drain, Pave existing Secondary Road serving the Freewill Baptist Childrens Home
October 15, 1968	300,000.00		Improve SR1002, Island Creek Road from U.S. 117 East to serve Ideal Cement Co. Plant
October 15, 1968	200,000.00		Division 8, Division Wide Secondary Roads
October 15, 1968	900,000.00		Carlieret County, Substruct on Emerald Isle Bridge

October 15, 1968	500,000.00	Craven County, Grade, Drain, Pave, Access to serve New Weyerhaeuser Plant
October 15, 1968	400,000.00	Division 7, Improve Primary Roads in Division
November 5, 1968	50,000.00	Division 5, Improve N.C. 54
November 5, 1968	450,000.00	Division 5, Improve N.C. 751
December 6, 1968	100,000.00	Washington County, Supplement Existing Project, Access Road to Plymouth Weyerhaeuser Plant
December 6, 1968	600,000.00	Construct Bridge at Winton over Chowan River, U.S. 13-158
December 30, 1968	70,000.00	Passing lane on U.S. 421 on the mountain from N. Wilkesboro to Boone
	11,325,911.00	
TOTAL UNAPPROPRIATED SURPLUS UNALLOCATED JUNE 30, 1969	\$ 1,895.43	

This sum was transferred by Check No. 712729, dated October 15, 1969, to the Department of Administration, Capital Improvement Fund 66701, Item No. 17 for the purpose of "Pave Air-strip, Ocracoke Island". During June 1969, the Department of Administration wrote a check for \$2,113.24 to the Highway Commission which was shown as a Receipt (Refund of Expenditures) on the Ferry Operations, which was for transportation of asphalt by Ferry to Ocracoke Island. It would appear that this transfer does not meet the stipulations of Chapter 1107, Session Laws of 1967, restricting these Appropriations to Titles II and VI of the Highway Fund Appropriation.

STATEMENT OF ENCUMBRANCE ACCOUNTS PROJECT Allocations, Work Order Allocations and Expenditures

EXHIBIT "F"

ENCUMBRANCE ACCOUNTS:	Unexpended Project Allocations 7-1-68	Unexpended Work Order Allocations 7-1-68	Current Years Project Allocations	Current Years Work Order Allocations	Current Years Expenditures	Unexpended Project Allocations	Unexpended Work Order Allocations
ENCUMBRANCE ACCOUNTS:							
STATE MAINTENANCE CONSTRUCTION:							
Primary-----	\$ 10,823,810.26	\$ 8,409,088.97	\$ 43,032,136.58	\$ 43,842,594.56	\$ 33,079,787.08	\$ 20,776,159.76	\$ 19,171,896.45
Secondary-----	19,825,027.85	17,920,320.25	59,777,284.54	60,311,791.38	58,265,145.48	21,337,166.91	19,966,966.15
Urban-----	10,800,573.49	9,402,834.61	17,808,778.21	18,093,399.31	9,640,496.80	18,768,854.90	17,825,737.12
Public Service Roads-----	2,234,252.91	1,630,256.73	2,616,767.36	3,220,763.54	2,112,673.94	2,738,346.33	2,738,346.33
	\$ 43,483,664.51	\$ 37,362,500.56	\$123,234,966.69	\$125,438,548.79	\$103,098,103.30	\$ 63,620,327.90	\$ 59,702,946.05
CAPITAL IMPROVEMENTS:							
1961-63 Biennium-----	\$ 502.55	\$ 502.55	\$ -0-	\$ -0-	\$ 1,780.03	\$ 1,277.48*	\$ 1,277.48*
1963-65 Biennium-----	41,310.34	41,310.34	131,031.28	131,031.28	71,791.54	100,550.08	100,550.08
1965-67 Biennium-----	109,444.60	109,444.60	56,077.21	56,077.21	20,539.01	144,982.80	144,982.80
1967-69 Biennium-----	1,277,811.53	1,277,814.53	712,109.80	712,109.80	1,223,771.90	766,152.43	766,152.43
	\$ 1,429,072.02	\$ 1,429,072.02	\$ 899,218.29	\$ 899,218.29	\$ 1,317,882.48	\$ 1,010,407.83	\$ 1,010,407.83
FEDERAL AID:							
HPS/HR/PR-----	\$ 238,373.82	\$ 238,373.82	\$ 1,699,681.55	\$ 1,699,681.55	\$ 1,723,191.30	\$ 214,864.07	\$ 214,864.07
Construction-----	99,347,522.37	99,347,522.37	102,079,944.99	\$102,079,944.99	\$ 77,674,030.46	\$123,753,436.90	\$123,753,436.90
	\$ 99,585,896.19	\$ 99,585,896.19	\$103,779,626.54	\$103,779,626.54	\$ 79,397,221.76	\$123,968,300.97	\$123,968,300.97
STATE AID TO MUNICIPALITIES-----	\$ 82,067.26	\$ 82,067.26	\$ 10,437,474.23	\$ 10,437,474.23	\$ 10,416,425.02	\$ 103,116.47	\$ 103,116.47
TOTAL ENCUMBRANCE ACCOUNTS-----	\$144,580,699.98	\$138,450,536.03	\$238,351,285.75	\$240,554,867.85	\$194,229,632.56	\$188,702,353.17	\$184,784,771.32

*Indicates red figures

STATEMENT OF ENCUMBRANCE ACCOUNTS ALLOTMENTS Project Allocations and Work Order Allocations

EXHIBIT "G"

	Unallocated Allotments 7-1-68	Unallocated Project Balance 7-1-68	Current Year Allocations	Current Year Project Allocations	Current Year Work Order Allocations	Unallocated Allotments	Unallocated Project Balance
ENCUMBRANCE ACCOUNTS:							
STATE MAINTENANCE AND CONSTRUCTION:							
Primary.....	\$ 3,122,032.80	\$ 2,414,721.29	\$ 41,398,188.25	\$ 43,032,136.58	\$ 43,842,594.56	\$ 1,488,084.47	\$ 1,604,253.31
Secondary.....	7,066,107.67	1,904,707.60	55,542,914.73	59,777,284.54	60,311,791.38	2,831,737.86	1,370,200.76
Urban.....	3,208,240.30	1,197,738.88	16,061,256.97	17,808,778.21	18,065,399.31	1,460,719.06	943,117.78
Public Service Roads.....	405,050.40	603,996.18	2,257,259.92	2,616,767.36	3,220,763.54	45,512.96	
	\$ 13,801,431.17	\$ 6,121,163.95	\$ 115,259,619.87	\$ 123,234,966.69	\$ 125,438,548.79	\$ 5,826,084.35	\$ 3,917,581.85
CAPITAL IMPROVEMENTS:							
1963-65 Biennium.....	\$ -0-	\$ -0-	\$ 131,031.28	\$ 131,031.28	\$ 131,031.28	\$ -0-	\$ -0-
1965-67 Biennium.....			56,077.21	56,077.21	56,077.21		
1967-69 Biennium.....			712,109.80	712,109.80	712,109.80		
	\$ -0-	\$ -0-	\$ 899,218.29	\$ 899,218.29	\$ 899,218.29	\$ -0-	\$ -0-
FEDERAL AID:							
HPS/HPR/PR.....	\$ -0-	\$ -0-	\$ 1,699,081.55	\$ 1,699,081.55	\$ 1,699,081.55	\$ -0-	\$ -0-
Construction.....			102,079,944.99	102,079,944.99	102,079,944.99		
	\$ -0-	\$ -0-	\$ 103,779,626.54	\$ 103,779,626.54	\$ 103,779,626.54	\$ -0-	\$ -0-
STATE AID TO MUNICIPALITIES:							
	\$ -0-	\$ -0-	\$ 10,437,474.23	\$ 10,437,474.23	\$ 10,437,474.23	\$ -0-	\$ -0-
	\$ 13,801,431.17	\$ 6,121,163.95	\$ 230,375,938.93	\$ 238,351,285.75	\$ 240,554,867.85	\$ 5,826,084.35	\$ 3,917,581.85
TOTAL ENCUMBRANCE ACCOUNTS							

STATEMENT OF FERRY OPERATIONS
For the Year Ended June 30, 1969

EXHIBIT "H"

	Knott's Island Ferry	Oregon Inlet Ferry	Hatteras Ferry	Cedar Island Ocracoke Ferry	Panlico River Ferry	Emerald Isle Ferry	Fort Fisher South Port Ferry	Total
ADDITIONS:								
BALANCE JULY 1, 1968.....	\$ 13,683.53	\$ 40,314.42	\$ 73,201.48	\$ 43,831.00	\$ 20,320.33	\$ 10,902.66	\$ 26,439.92	\$ 228,793.34
Work Order Allocations 1967-68.....	110,000.00	30,000.00*	573,000.00	237,000.00	195,000.00	315,000.00	250,000.00	1,650,000.00
Ferry Toll Receipts.....				171,530.00			31,390.25	202,920.25
Reimbursement by Dept. of Administration.....			2,113.24					2,113.24
Concession Rentals.....				50.00		36.00		86.00
TOTAL ADDITIONS AND BEGINNING BALANCE.....	\$ 123,683.53	\$ 10,314.42	\$ 648,314.72	\$ 452,511.00	\$ 215,320.33	\$ 325,938.66	\$ 307,830.17	\$ 2,083,912.83
DEDUCTIONS:								
OPERATING EXPENDITURES:								
Salaries and Wages.....	\$ 44,513.49	\$ -0-	\$ 224,560.36	\$ 160,671.54	\$ 92,483.39	\$ 108,159.61	\$ 88,055.92	\$ 718,444.31
Temporary Labor.....	7,958.95		69,841.85	14,419.04	5,230.28	29,881.54	14,193.07	141,524.73
Payroll Additives.....	8,698.66		44,325.26	31,811.80	18,044.12	21,353.85	17,338.80	141,572.49
Employee Travel.....	649.91		3,725.81	179.87	15.40	48.73	586.37	5,186.09
Outside Testing and Engineering.....						22.38		22.38
Telephone and Telegraph.....				765.66	229.69	375.83	280.72	1,651.90
Postage.....				242.00	39.00		169.00	510.00
Water, Heat, Power.....	305.50		60.00	2,139.68	738.83	1,888.59	1,040.64	7,664.20
Repairs and Services to Equipment.....			1,550.96	49.85				88.64
Payments to Contractors.....			38.79	32.00				62,792.00
Office Supplies.....				602.78		37.00	941.20	1,580.98
Sand and Aggregate.....			147.96	591.84				739.80
Maintenance Materials and Supplies.....	82.92		1,008.41	718.93	94.93	626.83	287.60	2,819.62
Bridge Materials and Supplies.....			5,975.02	3,161.53		2,771.74*		6,446.79
Landscape Materials and Supplies.....	48.14		96.29	96.29	48.14	96.29	311.09	696.24
Road Signs and Signals.....			407.05	779.46	27.75		57.30	1,271.56

**STATEMENT OF AIRPLANE INCOME AND EXPENSE
AND FUND BALANCE
Year Ended June 30, 1969**

EXHIBIT "I"

	Three Year Total	Fiscal Years Ended June 30,				
		1967	1968	1969		
NET RENTAL INCOME.....	\$ 71,807.77	\$ 20,622.80	\$ 24,284.32	\$ 26,900.65		
OPERATING EXPENSES:						
Repairs and Maintenance.....	\$ 16,263.14	\$ 11,190.06	\$ 2,130.49	\$ 2,942.59		
Gas, Oil, Grease, Wash.....	10,799.73	3,066.58	3,610.57	4,122.58		
Insurance.....	6,137.50	1,741.00	2,252.50	2,144.00		
Hanger Rental.....	3,060.00	1,020.00	1,105.00	935.00		
Flight Infor. Service.....	75.19			75.19		
Depreciation.....	10,633.25	10,633.25				
TOTAL OPERATING EXPENSES.....	\$ 46,968.81	\$ 27,650.89	\$ 9,098.56	\$ 10,219.36		
EXCESS OR DEFICIT* OF INCOME OVER OPERATING EXPENSES.....	\$ 24,838.96	\$ 7,028.09*	\$ 15,185.76	\$ 16,681.29		
ADD: Surplus July 1, 1968.....				3,304.69		
ACCUMULATED SURPLUS JUNE 30, 1969...				\$ 19,985.98		
DEPRECIATION SCHEDULE:						
	Date Acquired	Est. Life	Cost	Salvage Value	Depreciable Amount	Accumulated Depreciation 6-30-69
Aero Commander..	May, 1959	60 Mo.	\$ 83,500.00	\$ 33,400.00	\$ 50,100.00	\$ 50,100.00
De-Icing Equip...	Jan., 1961	40 Mo.	3,500.00	1,400.00	2,100.00	2,100.00
Salvage Value....		36 Mo.		34,800.00*	34,800.00	34,800.00
TOTALS.....			\$ 87,000.00	\$ -0-	\$ 87,000.00	\$ 87,000.00

**STATEMENT OF INCOME AND EXPENSE OF THE EQUIPMENT
DEPARTMENT
For The Year Ended June 30, 1969**

EXHIBIT "J"

INCOME:		
Equipment Rentals		\$ 24,577,784.87
Gain on Sale of Rental Equipment		1,416,930.87
Sale of Salvage Materials and Supplies		115,192.86
Reimbursement by Others		7,413.92
Direct Charges to Work Orders		263,037.42
Overhead Transferred to Work Orders		2,656.73
Damage Claims		124.02
Gain on Inventory Adjustment		440,512.96
TOTAL INCOME		\$ 26,823,653.65
OPERATING EXPENSES:		
Salaries and Wages	\$ 5,692,011.50	
Temporary Labor	460,017.73	
Payroll Additives	15,220.82	
Employees Travel	25,762.43	
Educational Expenses	300.00	
Freight, Express and Drayage	504.48	
Telephone and Telegraph	32,895.10	
Postage	6,080.70	
Rent of Land and Structures	1,783.34	
Water, Heat, Power	193,348.51	
Repairs and Services to Buildings	57,262.34	
Repairs and Services—Equipment—Other	526,892.89	
Repairs and Services—Equipment—Wreck	79,149.30	
Insurance and Bond Premium	48,196.53	
Dues, Subscriptions, Promotion, Advertising	105.26	
Office Supplies	17,654.01	
Bridge Materials and Supplies	52.09	
Road Signs and Signals	254.93	
Building and Ground Materials & Supplies	30,198.47	
Repair and Replacement Parts	4,499,645.25	
License Plates	1,585.00	
Motor Fuel, Lubricants, Anti-freeze	4,215,860.28	
Tires and Tubes	1,323,040.84	
Engineering and Drafting Supplies	9.58	
Shop Supplies, Small Tools, Tire Chains	215,686.62	
First Aid and Medical Supplies	1,901.71	
Office Furniture and Equipment	10,287.27	
Shop Equipment	99,749.08	
Miscellaneous Equipment	99,457.97	
Rent of Equipment from equipment dept.	4.85	
Rent of Other Equipment	39.14	
Depreciation	7,390,777.46	
Public Liability Claims	306,312.94	
Service by Other Highway Dept.	8,211.46	
Loss on Obsolete Inventory	22,809.71	
TOTAL OPERATING EXPENSES	\$ 25,383,069.59	
LESS: Purchase Discounts	69,217.34	
NET OPERATING EXPENSES		25,313,852.25
EXCESS OF INCOME OVER EXPENDITURES		\$ 1,509,801.40

**ANALYSIS OF FUNDED RESERVE BALANCE FOR THE
PURCHASE OF EQUIPMENT
For Year Ended June 30, 1969**

SCHEDULE J-1

FUNDED RESERVE BALANCE, JULY 1, 1968.....		\$ 5,919,296.37
FUNDS PROVIDED DURING CURRENT YEAR:		
From Depreciation.....	\$ 7,390,777.46	
From Sale of Equipment.....	89,819.73	
From Operating Gain (Loss) of Equip. Dept.....	1,509,801.40	
TOTAL FUNDS PROVIDED.....		8,990,398.59
TOTAL FUNDS AVAILABLE.....		\$ 14,909,694.96
FUNDS APPLIED DURING CURRENT YEAR:		
Purchase of equipment.....	\$ 8,061,946.13	
TOTAL FUND APPLIED.....		8,061,946.13
FUNDED RESERVE BALANCE AS OF JUNE 30, 1969.....		\$ 6,847,748.83

**STATEMENT OF CAPITAL IMPROVEMENT EXPENDITURES
BY OBJECT**

From July 1, 1961, to June 30, 1969

EXHIBIT "K"

Obj. Code No.	Description	Total Expenditures of Prior Years	Expenditures 1968-69	Total Expenditures Inception To Date
020	Salaries & Wages.....	\$ 682,118.88	\$ 211,440.26	\$ 893,559.14
030	Temporary Labor-Hourly Rate.....	180,723.64	115,930.80	296,654.44
060	Temporary Labor-Annual Rate.....	363.75		363.75
110	Prison Labor.....	36,315.00		36,315.00
220	Payroll Additives.....	124,164.96	41,904.35	166,069.31
232	Employees Travel.....	45,375.10	26,106.37	71,481.47
310	Prof. or Con. Fees Paid.....		14,722.97	14,722.97
311	Prof. or Con. Fees—Others.....	444,269.19	31,315.00	475,584.19
313	Outside Testing & Engineering.....	396.22	859.88	1,256.10
321	Freight, Express, Drayage.....	2.25	446.68	448.93
322	Telephone & Telegraph.....	388.20	216.76	604.96
323	Postage.....	136.84	12.00	148.84
331	Rental of Land & Structure.....	2.00		2.00
336	Water, Heat & Power.....	4,241.60	2,605.26	6,846.86
341	Repairs & Serv. to Bldgs.....	22,165.93	2,039.27	24,205.20
342	Repairs & Serv. to Equip.—Other.....	261.73	17.46	279.19
352	Dues subscript promote advert.....	1,041.61	520.85	1,562.46
353	Payments to Contractors.....	2,420,472.90	273,775.04	2,694,247.94
354	Payments to State Agencies.....	3,502,600.00		3,502,600.00 ¹
410	Office Supplies.....	3.28	20.67	23.95
421	Maint. Materials, Supp.—Aggreg. & Sand.....	6,781.65	2,930.37	9,712.02
422	Maint. Materials, Supp.—Asphalt & Tar.....	3,993.00	2,756.89	6,749.89
423	Maint. Materials & Supplies—Other.....	13,109.84	1,090.38	14,200.22
424	Bridge Materials & Supplies.....	19,877.56	6,214.45	26,092.01
425	Landscape Materials & Supplies.....	1,056.75		1,056.75
427	Road Signs & Signals.....	119.32	56.22	175.54
428	Buildings & Grounds—Maint. & Supplies.....	1,959,439.65	485,832.11	2,445,271.76
441	Repair & Replacement Parts.....	1,766.89	21.89	1,788.78
450	Motor Fuel, Lubricants & Anti-freeze.....	226.45	149.56	376.01
460	Tires and Tubes.....	79.48		79.48
471	Engineering & Drafting Supplies.....	62.70	43.95	106.65
474	Shop Supplies, Small Tools & Tire Chains.....	6,515.11	675.76	7,190.87
475	First Aid & Medical Supplies.....	13.70		13.70
511	Office Furniture & Equip.....	26,000.21	11,178.10	37,178.31
513	Shop Equipment.....	1,669.17	388.99	2,058.16
514	Laboratory Equip.....	7,465.44		7,465.44
515	Miscellaneous Equipment.....	131.65		131.65
516	Non-Rental Road Equipment.....	482.66	41.75	524.41
522	Rent of Equip. from equip. dept.....	142,219.51	50,418.45	192,637.96
523	Rent of Other Equipment.....	130.56		130.56
602	Right-of-way—Incidental cost paid individuals.....		177.25	177.25
611	Land for building sites, equip. depots & yards.....	342,306.60	33,280.03	375,586.63
612	Right-of-Way Incidental costs.....	2,701.10*		2,701.10*
640	Services by other highway depts.....	3,848.48	692.71	4,541.19
644	Electronic Data Processing Serv.....	75.94		75.94
	TOTAL EXPENDITURES.....	\$ 9,999,714.30	\$ 1,317,882.48	\$ 11,317,596.78
	LESS RECEIPTS.....	\$ 245,757.40	\$	\$ 245,757.40
	NET EXPENDITURES.....	\$ 9,753,956.90	\$ 1,317,882.48	\$ 11,071,839.38

¹Appropriations for Department of Correction and Department of Motor Vehicles.

*Indicates Red Figure

N. C. STATE HIGHWAY COMMISSION
STATEMENT OF 1961 C.I. FUND—CODE 66113
From Inception to June 30, 1969

EXHIBIT "L"

Work Order Number	Description	Original Budget	Requirements		Total Requirements	Actual Expenditures		Unexpended Balance	
			Increase	Decrease		Actual Receipts			
Availability		Original Availability	Increase	Decrease	Total Availability	1968-69	To Date	Unrealized Balance	
REQUIREMENTS BY PURPOSE:									
0.10092	1. Truck Weighing Stations (4)-----	\$ 120,000.00	\$ -0-	\$ 120,000.00	\$ -0-	\$ -0-	\$ -0-	\$ -0-	
0.10070	2. Division Shop—Durham-----	159,800.00		18,108.29	141,691.71		141,691.71		
0.10071	3. Maintenance Yard—Harnett County-----	68,500.00	88.26		68,588.26		68,588.26		
0.10072	4. Bridge Maintenance Yard—Monroe-----	21,000.00		7,300.44	13,699.56		13,699.56		
	5. District Engineer's Office—Shelby-----	33,000.00	4,745.73		37,745.73		37,745.73		
	6. Truck Shed—Newton-----	16,000.00		16,000.00					
	7. Truck Shed—Lincolnton-----	8,000.00		8,000.00					
	8. Barracks and Headquarters Building—Watauga-----	21,000.00		21,000.00					
0.10075	9. Engineer's Office—Elizabeth City-----	48,300.00		26,403.00	21,897.00		21,897.00		
0.10076	10. Maintenance and Equipment Building and Service Station—Manteo-----		3,504.29	7,000.00	18,504.29		18,504.29		
0.10077	11. District Engineer's Office—Rockingham-----	30,400.00	851.05		31,251.05		31,251.05		
	12. District Engineer's Office—Nashville-----	30,400.00		30,400.00					
0.10079	13. Maintenance Facilities—Division 14-----	42,000.00		1,227.20	40,772.80		40,772.80		
0.10080	14. Division Shop—Asheville-----	189,600.00	18,883.36		56,383.36		56,383.36		
0.10081	15. Maintenance Headquarters Bldg.—Williamston-----	9,300.00		152,100.00	7,988.78		7,988.78		
0.10082	16. Repair Sub-Shop—Manteo-----	46,000.00	6,674.85	1,311.22	52,674.85		52,674.85		
0.10083	171 Testing Laboratory-----	400,000.00	168,700.00	2,079.42	566,620.58		559,918.75	6,701.83	
0.10084	18. Maintenance Headquarters and Office—Boone-----		14,000.00	424.00	13,576.00		13,576.00		

19. Maintenance Headquarters and Storage Facility—Sparta.....	20,000.00	20,000.00			
20. District Office—Asheboro.....	25,000.00	1,135.62	23,864.38	23,864.38	
21. Maintenance Facilities—Division 14, Headquarters and Storage Building—Haywood Warehouse and Shed—Macon.....	22,146.11		22,146.11	22,146.11	
22. Purchase of Property and Maintenance Building—Halifax County.....	36,891.97		36,891.97	36,891.97	
23. Addition to Shop—Mann's Harbor.....	15,600.00	4,752.96	10,847.04	10,847.04	
24. Materials Testing Labs—Asheville and Salisbury.....	20,400.00	1.27	20,398.73	20,398.73	
25. Service Station, District Maintenance Yard—Durham.....	7,000.00	2,987.58	4,012.42	4,012.42	
26. Well House, Pump and Tank, Maintenance Yard—Hertford County.....	4,500.00	1,331.75	3,168.25	3,168.25	
27. Purchase of Land, Manns Harbor Shipyard—Dare County.....	1,600.00		1,600.00	1,780.03	180.03*
Renovate Highway Commission Building Basement—Baleigh (Closing of a prior year Work Order).....	5,132.37		5,132.37	4,631.65	500.72
N.C. Prison Department.....	123,000.00		123,000.00	123,000.00	
Purchase 1.4 Acres Land—Wilson Mills.....	907,900.00		907,900.00	907,900.00	
Drill Well and Maintenance Facilities—Trenton.....	1,000.00		1,000.00	1,000.00	
Repair, Grease and Oil House—Wilkes County.....	2,008.50		2,008.50	2,008.50	
Repair Division Office Building—Greensboro.....	1,016.17		1,016.17	1,016.17	
Truck Shed, Sign Shop (Closing of prior year Work Order).....	5,029.39		5,029.39	5,029.39	
To purchase property—Asheboro—(Closing of prior year Work Orders).....	236.45		236.45	236.45	
Road Oil Camp (Closing prior year Work Orders).....	4,300.00	1,873.60	2,426.40	2,426.40	
Building and Fence (Closing prior year Work Order).....	40.35		40.35	40.35	
Equipment Storage Sheds (Closing of prior year Work Order).....	2,711.38	126.65	2,584.73	2,584.73	
Repair Shops, Warehouse, Fence (Closing prior year Work Order).....	15,066.47	15,066.47			
Equipment Shed, Office and Warehouse—(Closing prior year Work Order).....	104.06	186.52	82.46*	82.46*	
District Maintenance Facilities—New Bern—(Closing prior year Work Order).....	2,318.58	2,318.58			
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EXHIBIT "L" Continued

Work Order Number	Description	Requirements				Total Requirements	Actual Expenditures		Unexpended Balance
		Original Budget	Increase		Decrease		Actual Receipts		
			Availability						
			Total Availability						
				</					

Note: The descriptions above the dividing line in the column headings refer to the "Requirements" section and the descriptions below the dividing line refer to the "Funds Available" section.
 *Indicates red figures

N. C. STATE HIGHWAY COMMISSION
STATEMENT OF 1963 C.I. FUND—CODE 66363
From Inception to June 30, 1969

EXHIBIT "M"

Work Order Number	Description	Original Budget		Requirements		Total Requirements	Actual Expenditures		Unexpended Balance
		Original Availability	Decrease	Increase	Decrease		Actual Receipts		
							1968-69	To Date	
0.10101	1. Division Shop—Asheville.....	\$ 175,000.00	\$ —	\$ 7,095.36	\$ 167,904.64	\$ —	\$ —		
0.10225	2. District Office Building—Winston-Salem.....	34,070.00	8,500.00	—	42,500.00	1,945.54	42,890.11	390.11*	
	3. District Office Building—Greenville.....	34,000.00	8,500.00	42,500.00					
0.10166	4. District Office Building—Greensboro.....	34,000.00		34,000.00					
	5. Addition to 11th Division Office Building— North Wilkesboro.....	32,500.00	38,000.00	1,518.69	68,981.31		68,981.31		
0.10174	6. Maintenance Bldg.—Burke County.....	60,000.00		60,000.00					
	7. Headquarters Bldg. for resident and locating Engineers—Sanford.....	34,000.00	5,000.00	4,666.91	34,333.09		34,333.09		
0.10121	8. Maintenance Yard Facilities—Halifax County.....	43,000.00	25.92	25.92	42,974.08		42,974.08		
0.10341	9. District Office and Land—Boone.....	47,000.00		4,500.00	42,500.00	29,481.00	29,481.00	13,019.00	
0.10161	10. Washing and Greasing Houses (4)—Div. 5.....	128,000.00	15,181.66	86,984.00	56,197.66		56,197.66		
0.10125	11. Service Station—Union County—Maintenance Yard.....	7,000.00		1,081.61	5,918.39		5,918.39		
0.10233	12. District Office Bldg.—Asheville.....	34,000.00	8,500.00		42,500.00	844.61	39,168.40	3,331.60	
0.10148	13. Maintenance Headquarters Bldg.—Trenton.....	10,000.00	2,765.47		12,765.47		12,765.47		
0.10111	14. Road Oil Camp, 30 Men—Wilmington.....	13,000.00		13,000.00			14,504.80		
	15. Office, Storage and Truck Shed—Marshall.....	18,500.00		3,995.20	14,504.80				
0.10185	16. Addition to Division Office—Durham.....	22,000.00	15,000.00	37,000.00			12,035.63		
0.10126	17. Maintenance Headquarters Bldg.—Famlico County.....	10,000.00	2,035.63		12,035.63		12,035.63		
	18. Assembly Bldg. and Fencing—Union Co. Maintenance Yard.....	14,500.00	4,539.44		19,039.44		19,039.44		

EXHIBIT "M" Continued

Work Order Number	Description	Requirements				Total Requirements	Actual Expenditures		Unexpended Balance
		Original Budget	Availability		1968-69		To Date		
			Increase	Decrease					
								Total Availability	
0.10152	19. Road Oil Camp, 50 Men—Buncombe Co.-----	\$ 25,000.00	\$ -0-	\$ 22,722.91	\$ 2,277.09	\$ -0-	\$ 2,277.09	\$ -0-	
0.10155	20. Office and Storage Bldg.—Webster-----	10,000.00	225.21		10,225.21		10,225.21		
0.10219	21. District Office Bldg. and Land—Wilson-----	38,000.00	3,621.08	788.37	40,832.71	350.00	40,832.71		
0.10184	22. Maintenance Headquarters Bldg. and Fencing— Fayetteville-----	20,000.00		2,000.00	18,000.00	1,739.51	17,369.01	630.99	
0.10206	23. Service Station—Fayetteville-----	7,000.00		7,000.00					
0.10193	24. Maintenance Headquarters Bldg.—Graham-----	13,000.00	2,086.98		15,086.98		15,086.98		
0.10103	25. Sub-Shop—Greenville-----	25,000.00		25,000.00					
0.10110	26. Sub-Shop and Fencing—Yadkinville-----	32,000.00	5,003.28		37,003.28		37,003.28		
0.10168	27. Office Bldg., Truck Shed and Storage Bldg.— Point Harbor-----	22,000.00		34.96	21,965.04		21,965.04		
0.10203	28. Work Pitt and Grease Rack Shed—Wadesboro-----	7,000.00		1,081.27	5,918.73		5,918.73		
0.10156	29. Service Bldg. with Grease Pitt and Wash Pitt— Avery Co.-----	13,000.00	56.54	3,000.00	10,056.54		10,056.54		
0.10122	30. Service Bldg. with Grease Pitt and Wash Pitt— Webster-----	8,000.00	330.65		8,330.65		8,330.65		
0.10191	31. Road Oil Camp (25) Men—Clinton-----	11,000.00	13,000.00	24,000.00	36,763.11		36,763.11		
0.10157	32. Maintenance Yard Bldg. and Fencing—Edgescombe Co. and Service Station—Siler City-----	37,000.00		236.89	27,530.24		27,530.24		
0.10186	33. Maintenance Quarters, Resident Engineers Office and Service Station—Asheboro-----	28,000.00		469.76	12,603.00		12,603.00		
0.10146	34. Sub-Shop and Fencing—Trenton-----	32,000.00		32,000.00	13,300.59		13,300.59		
	35. Metal Equipment Storage Bldg.—Webster-----	12,500.00	103.00		20,003.27		20,003.27		
	36. Metal Equipment Storage Bldg.—Trenton-----	13,500.00		199.41					
	37. Storage Bldg., Cleveland—Gaston County-----	16,000.00	4,003.27						

0.10167	38. Office Bldg. and Storage Bldg.—Sanford Bridge Yard.....	16,000.00	359.34	15,640.66	15,640.66
0.10162	39. Maintenance Office and Assembly Room—Burgaw.....	10,000.00	217.39	9,782.61	9,782.61
0.10187	40. Metal Equipment Storage Shed—Pamlico County.....	13,500.00		14,069.86	14,069.86
0.10183	41. Maintenance Office and Assembly Room—Kenansville.....	14,000.00		16,647.55	16,647.55
0.10098	42. Purchase of Land (20 Acres)—Chatham County.....	29,200.00	4.00	29,196.00	29,196.00
0.10099	43. Purchase of Land from Prison Dept. (23 Acres)— Perquimans County.....	1,400.00	1.20	1,398.80	1,398.80
0.10100	44. Purchase of Land from Prison Dept. (6 Acres)— Northampton County.....	7,300.00		7,314.50	7,314.50
0.10127	45. Assembly Building, Truck Shed, Service Station and Fencing—Pasquotank County.....	36,000.00	37.40	35,960.48	35,960.48
0.10147	46. Metal Equipment Shed—Statesville.....	13,500.00	1,721.90	11,778.10	11,778.10
	47. Truck Shed, Storage, Toilet and Assembly Building— Swan Quarter.....	15,000.00	20,000.00		
	48. Service Station Building—Trenton.....	1,500.00	1,500.00		
	49. Fencing—Burke County.....	3,000.00	3,000.00		
0.10153	50. Road Oil Camp (50 Men)—McDowell County.....	25,000.00	24,299.47	700.53	700.53
0.10158	51. Service Station for Washing and Greasing— Robbinsville.....	8,000.00		8,504.40	8,504.40
0.10104	52. Sub-Shop—Bryson City.....	32,000.00	32,000.00		
	53. Maintenance and Storage Building and Sign Shop— Wilson County.....	59,000.00	5,333.05	53,666.95	53,666.95
0.10176	54. Office Building, Storage Building, Grading and Fencing—N. Wilkesboro.....	22,500.00	10,527.51	11,972.49	11,972.49
0.10207	55. Storage Shed and Additions to Office—Guilford Co.....	10,000.00	10,000.00		
0.10105	56. Headquarters Building—Greenville.....	10,000.00	138.50	9,861.50	9,861.50
	57. Storage Building—Boone.....	16,000.00	16,000.00		
0.10154	58. Road Oil Camp (50 Men)—Yancey County.....	25,000.00	21,487.11	3,512.89	3,512.89
	59. Blacksmith Shop and Storage Building—Fayetteville.....	13,000.00	13,000.00		
0.10162	60. Equipment Storage Shed—Webster.....	19,000.00	653.53	18,346.47	18,346.47
	61. Fencing—Chowan County.....	2,600.00	1,592.00	1,008.00	1,008.00
0.10169	62. Metal Service Bldg. for Washing and Greasing— Mount Pleasant.....	4,500.00	259.00	4,241.00	4,241.00
0.10182	63. Sub-Shop—Roxboro.....	32,000.00		32,510.56	32,510.56
	64. Truck Shed—Fayetteville.....	20,000.00	20,000.00		
0.10106	65. Seed and Fertilizer Building—Greenville.....	8,500.00	54.72	8,554.72	8,554.72
	66. Storage Warehouse—Rockingham.....	8,500.00	8,500.00		
	67. Warehouse—Rockingham.....	9,000.00	9,000.00		

1,008.00

EXHIBIT "M" Continued

Work Order Number	Description	Original Budget	Requirements		Total Requirements	Actual Expenditures		Unexpended Balance
			Increase	Decrease		Actual Receipts		
Availability		Original Availability	Increase	Decrease	Total Availability	1968-69	To Date	Unrealized Balance
0.10202	68. Division and District Headquarters Office Building— Albemarle.....	\$ 122,000.00	\$ 140,725.00	\$ —	\$ 262,725.00	\$ 34,674.13	\$ 37,585.38	\$ 225,139.62
0.10170	69. Service Building for Washing and Greasing—Monroe.....	7,500.00		250.10	7,249.90		7,249.90	
0.10177	70. Bridge Maintenance Office Bldg. and Truck Shed— Spindale.....	15,000.00		97.40	14,902.60		14,902.60	
0.10208	71. Combination Lumber and Storage Shed—Rockingham	5,600.00		5,600.00				
	72. Landscape Headquarters and Storage Building— Camp Burton, Greensboro.....	17,000.00	59.73	4,914.43	12,145.30	59.73	12,145.30	
0.10173	73. Metal Equipment Storage Shed—Rosman.....	12,500.00		12,500.00				
	74. Maintenance Headquarters and Fencing—Whiteville.....	22,500.00	3,206.00		25,706.00		25,706.00	
0.10128	75. Metal Truck Shed—Ashboro.....	12,500.00		12,500.00				
0.10171	76. Metal Truck Shed and Division Sign Shop—Union Co.	18,500.00		143.27	18,356.73		18,356.73	
	77. Metal Building to cover Wash and Grease Racks— Albemarle.....	7,000.00		788.36	6,211.64		6,211.64	
0.10172	78. Double Wall Frame Building—Mount Pleasant.....	3,000.00		955.08	2,044.92		2,044.92	
0.10124	79. Metal Storage Building—Warrensville.....	14,500.00		14,500.00				
0.10209	80. Sub-Shop—Jacksonville.....	32,000.00		114.74	31,885.26		31,885.26	
0.10107	81. Maintenance Storage Shed—Alamance County.....	6,000.00	439.03		6,439.03		6,439.03	
0.10160	82. Truck Shed—Landscape Dept.—Greenville.....	5,500.00		805.23	4,694.77		4,694.77	
	83. Office and Metal Equipment Storage Shed— Hazelwood.....	19,000.00		576.72	18,423.28		18,423.28	
0.10192	84. Maintenance Quarters—Ashboro.....	20,000.00	721.83	1,307.51	19,414.32	473.03	19,414.32	
0.10112	85. Truck Shed—Bridge Maintenance Yard—Troy.....	5,000.00		781.69	4,218.31		4,218.31	
	86. Equipment and Material Storage Shed—Avery County	16,000.00		16,000.00				
	87. Service Station—Whiteville.....	7,000.00		7,000.00				

EXHIBIT "M" Continued

Work Order Number	Description	Original Budget	Requirements		Total Requirements	Actual Expenditures		Unexpended Balance
			Increase	Decrease		1968-69	To Date	
Original Availability	Increase	Decrease	Total Availability	1968-69	To Date	Unrealized Balance		
0.10138	121. Chain Link Fence—Greenville.....	\$ 4,500.00	\$ 2,760.00	\$ 2,600.64	\$ 4,659.36	\$ -0-	\$ -0-	
0.10123	122. Chain Link Fence—Aurora.....	2,300.00		2,300.00				
0.10150	123. Storage Warehouse—Carthage.....	8,500.00		1,434.40	7,065.60	7,065.60		
0.10114	124. Maintenance Quarters, Oil House and Service Station—Sanford.....	17,000.00		825.61	16,174.39	16,174.39		
0.10199	125. Three (3) 10-Stall Truck Sheds—Carthage, Siler City and Wagram.....	47,500.00		7,846.76	39,653.24	39,653.24		
0.10139	126. New Bridge Maintenance Yard—Graham.....	25,000.00	692.71	1,250.02	24,442.69	24,442.69		
	127. Chain Link Fence—Vanceboro.....	3,500.00		3,500.00				
	128. Chain Link Fence—Maury.....	2,000.00	835.00	773.24	2,061.76	2,061.76		
0.10133	129. Chain Link Fence—Shelmerline.....	2,400.00		2,400.00				
0.10149	130. Bridge Maintenance Office, Storage and Truck—Buxton.....	18,500.00		1,112.61	17,387.39	17,387.39		
0.10201	131. Equipment Service Building—Greenville.....	6,500.00	12,800.00	1,500.59	17,799.41	17,799.41		
0.10134	132. Equipment Service Building—Washington.....	6,500.00		6,500.00				
	133. Equipment Service Building—Kinston.....	6,500.00	6,500.00	312.15	12,687.85	12,687.85		
	134. Bridge Maintenance Storage Building—Charlotte.....	15,000.00	77.35		15,077.35	15,077.35		
	135. Equipment Service Building—New Bern.....	6,500.00		6,500.00				
	136. Bridge Maintenance Office Building—Hendersonville.....	22,500.00		22,500.00				
	137. Bridge Maintenance Office Building—Hazelwood.....	10,000.00		10,000.00				
	138. Bridge Maintenance Office Building—Whittier.....	10,000.00		10,000.00				
	139. Bridge Maintenance Office Building—Creswell.....	10,000.00		10,000.00				
0.10108	140. Bridge Maintenance Truck Shed—Hudson.....	10,500.00	570.28		11,070.28	11,070.28		
	141. Bridge Maintenance Truck Shed—Tarboro.....	4,500.00		4,500.00				
	142. Bridge Maintenance Office Building—Elizabeth City.....	21,000.00		21,000.00				
	143. Bridge Masonry Lumber Shed—Newton.....	7,500.00		7,500.00				

0.10200	144. Bridge Masonry Lumber Shed—Statesville.....	7,500.00				6,043.40	6,043.40
0.10217	145. Purchase of Land—Lee County.....	5,000.00	117.30			5,117.30	5,117.30
0.10116	146. Purchase of 13 Acres of land from Prison Dept.— Lenoir County.....		21,500.00	500.00		21,000.00	21,000.00
0.10117	147. Purchase of 2.66 Acres of land from Prison Dept.— Onslow County.....		7,500.00			7,500.00	7,500.00
0.10118	148. Purchase of 8.1 Acres of land from Prison Dept.— Transylvania County.....		25,380.00			25,380.00	25,380.00
0.10119	149. Purchase of 3.61 Acres of land from Prison Dept.— Polk County.....		362.00			362.00	362.00
0.10120	150. Purchase of 6.52 Acres of land from Prison Dept.— Sampson County.....		6,500.00			6,500.00	6,500.00
0.10140	151. Purchase of 0.6 Acres—Manteo.....		1,200.00	350.00		850.00	850.00
0.10141	152. Div. Office, Air Conditioning—Asheville.....		6,000.00	1,502.12		4,497.88	4,497.88
0.10142	153. Div. Office, Air Conditioning—Sylva.....		8,500.00	1,693.13		6,806.87	6,806.87
0.10143	154. Purchase 2.7 Acres to expand Maintenance Facilities—Fayetteville.....		10,187.00	25		10,186.75	10,186.75
0.10144	155. Install Water System—Jacksonville.....		3,226.50			3,226.50	3,226.50
0.10175	156. District Engineer's Office—Elizabeth City.....		42,500.00	5,086.80		37,413.20	37,413.20
0.10218	157. District Engineer's Office—Nashville.....		42,918.47			42,918.47	42,918.47
	158. Maintenance Headquarters and Storage Building— Sparta.....		11,042.00			350.00	350.00
0.10220	159. District Engineer's Office—Fayetteville.....		40,350.00			40,287.57	62.43
0.10145	160. Division Office and Land—Greensboro.....		62,500.00			56,255.18	6,244.82
0.10135	161. Install Elevator—Raleigh.....		45,000.00	6,672.55		38,327.45	38,327.45
0.10181	162. Washing and Grease Building—Columbus County.....		10,861.89			10,861.89	10,861.89
0.10183	163. Purchase two (2) Acres—Fender County.....		237.00			237.00	237.00
0.10214	164. Equipment Sub-Shop—Franklin.....		36,377.21			36,377.21	36,377.21
0.10215	165. Equipment Sub-Shop and Fencing—Carthage.....		32,631.52	935.83		31,695.69	31,695.69
0.10212	166. Fencing Maintenance Yard—Wilson County.....		15,000.00	3,509.57		11,490.43	11,490.43
	167. Road Oil Camp Kitchen—Scotland County.....		7,000.00				
0.10213	168. Warehouse and Moving Building—Elizabeth City.....		23,250.00	5,115.42		18,134.58	18,134.58
0.10216	169. Purchase of Lot—Hayesville.....		1,335.00	25		1,334.75	1,334.75
	170. Purchase of Property—Wilkes County.....		775.00				
0.10224	171. Purchase of Property—Richmond County.....		1,100.00	32.50		1,067.50	1,067.50
0.10226	172. Appraisal of Property to be sold—Union County.....		457.55	232.00		225.55	225.55
0.10230	173. Lumber and Storage Shed—Hendersonville.....		5,600.00	400.70		5,199.30	5,199.30
							775.00

EXHIBIT "M" Continued

Work Order Number	Description	Requirements		Total Requirements	Actual Expenditures		Unexpended Balance	
		Original Budget	Increase		Decrease	Actual Receipts		
		Availability						
		Original Availability	Increase	Decrease	Total Availability	1965-69	To Date	Unrealized Balance
0.10232	174. Maintenance Headquarters Building—Rockingham County-----	\$ -0-	\$ 31,801.67	\$ -0-	\$ 31,801.67	\$ 831.28	\$ 31,801.67	\$ -0-
0.10103	Dept. of Motor Vehicles-----	691,900.00	51,280.38	44,389.18	691,900.00		691,900.00	6,891.20
	Unallocated Surplus-----				6,891.20			
TOTAL REQUIREMENTS-----		\$3,276,200.00	\$ 884,580.23	\$1,033,122.23	\$3,127,658.00	\$ 71,791.54	\$2,870,933.72	\$ 256,724.28
FUNDS AVAILABLE BY SOURCE:								
	State Appropriations-----	\$3,276,000.00	\$ 862,855.23	\$1,033,122.23	\$3,105,633.00	\$ 71,791.54	\$2,849,208.72	\$ 256,724.28
	Receipts from Sale of Property-----		21,725.00		21,725.00		21,725.00	
TOTAL AVAILABLE BY SOURCE-----		\$3,276,000.00	\$ 884,580.23	\$1,033,122.23	\$3,127,658.00	\$ 71,791.54	\$2,870,933.72	\$256,724.28
The Unexpended Balance (Available Balance) of State Appropriations is reflected on the records of the State Disbursing Officer as follows:								
	Appropriation Account-----		\$ 156,174.20					
	Allotment Account-----		100,550.08					
TOTAL UNREALIZED BALANCE BY SOURCE ABOVE-----			\$ 256,724.28					

NOTE: The description above the dividing line in the column headings refer to the "Requirements" section and the description below the dividing line refer to the "Funds Available" section.

The net decrease of \$148,542.00 in "Requirements" and "Availability" is the result of the following:

TRANSFERS IN:					
From Code 66773, December 1967				\$ 54,000.00	
From Code 66773, October 1968				89,000.00	
TOTAL TRANSFERS IN				\$ 143,000.00	
TRANSFERS OUT:					
To Code 66562, April 1966	\$ 277,767.00				
To Code 66773, December 1968	10,000.00				
To Code 66773, May 1969	25,500.00			313,267.00	
NET DECREASE FROM TRANSFERS				\$ 170,267.00*	
SALE OF CAPITAL ASSETS				21,725.00	
NET DECREASE				\$ 148,542.00*	
The above transfers were approved by the Budget Division.					

NORTH CAROLINA STATE HIGHWAY COMMISSION
STATEMENT OF 1965 C.I. FUND—CODE 66562
Inception to June 30, 1969

EXHIBIT "N"

Work Order Number	Description	Requirements			Total Requirements	Actual Expenditures		Unexpended Balance	
		Original Budget	Increase			Decrease	Actual Receipts		
			Availability	Decrease			1968-69		To Date
0.10195	REQUIREMENTS BY PURPOSE: 1. ADDITIONS TO HIGHWAY BLDG.—RALEIGH: Building----- Equipment-----	\$1,475,000.00 20,000.00	\$ 463,004.09	\$ -0-	(\$1,938,004.09) (20,000.00)	10,721.29	\$1,950,770.20	\$ 7,233.89	
0.10227	2. Maintenance Building—Asheboro-----	28,000.00			28,000.00		29,406.34	1,406.34*	
0.10221	3. Maintenance Headquarters Bldg.—Newport-----	18,000.00			18,000.00			18,000.00	
0.10197	4. MAINTENANCE BUILDING—JACKSONVILLE: Building----- Equipment-----	67,000.00 4,000.00	13,408.68	13,068.56	(67,340.12) (4,000.00)		71,340.12		
0.10222 and 0.10223	5. SUB-SHOP AND MAINTENANCE BUILDING—GREENVILLE: Building----- Equipment-----	108,800.00 11,000.00		4,209.17	(104,590.83) (11,000.00)		115,590.83		
0.10234	6. MAINTENANCE BLDGS. AND DISTRICT SHOP—BOONE: Buildings----- Equipment-----	154,300.00 8,500.00			(154,300.00) (8,500.00)	9,072.73	110,722.54	52,077.46	
0.10205	7. MAINTENANCE BLDGS.—YANCEYVILLE AND HILLSBOROUGH: Buildings----- Equipment-----	22,000.00 2,000.00		39.13	(21,460.87) (2,000.00)		23,960.87		

0. 10342	8. MAINTENANCE BUILDINGS—SPINDALE: Buildings----- Equipment-----	50,200.00 4,000.00		(50,200.00) (4,000.00)			54,200.00
0. 10229	9. Water Supply and Service Station—Jackson County-----	14,500.00		12,555.62			
0. 10228	10. Maintenance Buildings—Siler City-----	50,900.00		50,559.88	714.99		4,163.10
	11. SUB-SHOP AND EQUIPMENT—BUXTON: Building----- Equipment-----	35,600.00 2,000.00		37,600.00			
0. 10340	12. Storage Building—Huntersville-----	8,000.00		8,000.00			8,000.00
0. 10231	13. Replace Equipment Shop—Salisbury----- Department of Motor Vehicles----- Unallocated Appropriation-----	59,400.00 1,109,000.00		59,400.00 1,109,000.00			2,714.69
	TOTAL REQUIREMENTS-----	\$3,192,800.00	\$ 555,278.16	\$ 70,474.07	\$ 20,539.01	\$3,526,428.61	6,192.68
	FUNDS AVAILABLE BY SOURCE: State Capital Improvement Appropriation----- Reimbursement of Fire Loss----- Transferred from C.I. Fund 1959, Museum of the Arts.... Transferred from C.I. Fund 1963, Code 66263-----	\$3,192,800.00	\$ 70,474.07	\$ 70,474.07	\$ 20,539.01	\$3,041,624.52 21,800.00 185,237.09 277,767.00	\$ 151,175.48
	TOTAL AVAILABILITY-----	\$3,192,800.00	\$ 555,278.16	\$ 70,474.07	\$ 20,539.01	\$3,526,428.61	\$ 151,175.48
The Unexpended Balance (Unrealized Balance) of State Appropriations is reflected on the records of the State Disbursing Office as follows:							
	Appropriation Account-----						\$ 6,192.68
	Allotment Account-----						144,982.80
	UNREALIZED BALANCE FROM STATE APPROPRIATIONS AS ABOVE-----						\$ 151,175.48

NOTE: The description above the dividing line in the column headings refer to the "Requirements" section and the description below the dividing line refer to the "Funds Available" section.
 *Indicates red or negative figure

NORTH CAROLINA STATE HIGHWAY COMMISSION
STATEMENT OF 1967 C.I. FUND—CODE 66773
Inception to June 30, 1969

EXHIBIT "O"

Work Order Number	Description	Original Budget	Requirements		Total Requirements	Actual Expenditures		Unexpended Balance
		Original Availability	Availability			Actual Receipts		
			Increase	Decrease		1968-69	To Date	
					Increase			Decrease
0.10306	REQUIREMENTS BY PURPOSE:	\$ 31,000.00	\$ -0-	\$ -0-	\$ 31,000.00	\$ 30,364.46	\$ 30,414.06	\$ 585.94
0.10235	1. Air Conditioning Unit—Highway Bldg. 2. Purchase of Land from Prison Dept.—Beaufort, Ashe, Wayne, Alleghany, Macon and Edgecombe Counties.							
0.10270	3. Maintenance Facilities, Rockingham.	61,000.00			61,000.00		58,562.00	2,438.00
0.10283	4. District Office Building, Greenville.	57,500.00			57,500.00	41,809.45	41,809.45	15,690.55
0.10271	5. Maintenance Building and Fencing, Burke Co.	42,500.00			42,500.00	37,508.62	37,554.42	4,935.58
	6. Metal Storage Shed, Rosman.	23,000.00			23,000.00	17,366.22	20,289.11	2,710.89
0.10334	7. Storage Shed, Elkin.	12,500.00		12,500.00	14,500.00	11,461.83	11,461.83	3,038.17
0.10276	8. Service Station, Fayetteville.	14,500.00			7,000.00	1,596.59	4,643.27	2,356.73
0.10304	9. Truck Shed and Storage Building, Konaansville.	12,000.00		12,000.00				
0.10335	10. Storage Building, Boone.	16,000.00			16,000.00	5,523.14	13,958.71	2,041.29
	11. Maintenance Headquarters and Storage Building, Sparta.	11,050.00			11,050.00	7,696.76	7,696.76	3,353.24
0.10336	12. Metal Storage Building, Warrensville.	14,500.00			14,500.00	8,433.43	8,433.43	6,066.57
0.10238	13. Headquarters Building, Kinston.	30,000.00	38.50	1,180.83	28,857.67	2,529.84	28,857.67	
0.10308	14. Blacksmith Shop and Storage Building, Fayetteville.	22,000.00			22,000.00	19,630.36	22,115.01	115.01*
0.10277	15. Landscape Warehouse, Carthage.	12,000.00			12,000.00	284.88	284.88	11,715.12

0. 10251	16. District and Resident Engineers Office Building, Rowan County	70,000.00	18,000.00	88,000.00	62,772.99	62,772.99	25,227.01
0. 10314	17. Office and Assembly Building, Albemarle	30,000.00		30,000.00	16,009.76	16,009.76	13,990.24
0. 10298	18. District Engineers Office, Statesville	60,000.00		60,000.00			60,000.00
0. 10272	19. Office Assembly and Storage Building, Morganton	22,000.00		22,000.00	18,103.21	21,655.97	344.03
0. 10285	20. Office and Storage Building, Columbus	12,000.00	12,000.00				
0. 10297	21. District Shop, Warehouse and Fence, Elizabeth City	84,000.00		84,000.00	66,621.97	83,022.27	977.73
	22. Traffic Signal and Traffic Survey Equipment Maintenance Shop, Wake Co.	74,000.00		74,000.00	5,139.02	5,988.65	68,011.35
0. 10289	23. Modification of existing Highway Building, Raleigh	100,000.00		100,000.00	20,541.42	59,222.25	40,777.75
0. 10255	24. Truck Sheds, Storage and Assembly Room, Swan Quarter	32,000.00	1,607.41	30,392.59	4,788.21	30,392.59	
0. 10241	25. Headquarters Building, Greenville	25,000.00	25,000.00				
0. 10246	26. Filling Station, Wilmington	11,500.00		11,500.00	1,939.46	7,972.00	3,528.00
0. 10312	27. Blacksmith Shop, Sign Shop and Storage, Wilson	22,000.00	7,729.83	14,270.17	563.50	14,270.17	
	28. District and Resident Engineer's Office, Method (Raleigh)	80,000.00		80,000.00	3,837.94	3,837.94	76,162.06
0. 10328	29. Office and Assembly Building, Mount Pleasant	30,000.00	30,000.00				
	30. Division Sign Shop and Equipment Storage Bldg., Shelby	55,000.00		55,000.00	3,753.88	3,753.88	51,246.12
0. 10265	31. Division Office Building addition, Asheville	100,000.00		100,000.00	15,014.12	16,832.87	83,167.13
0. 10239	32. Division Office Building addition, Sylva	60,000.00	51,500.00	111,500.00	34,329.44	34,329.44	77,170.56
0. 10286	33. District Shop and Warehouse and Fencing, Rockingham	84,000.00		84,000.00	70,162.44	70,477.14	13,522.86
0. 10256	34. Truck Shed, Storage and Assembly Room, Bertie County	35,000.00		35,000.00	28,195.82	29,135.82	5,864.18
0. 10237	35. Headquarters Building, Greene Co.	25,000.00	10,000.00	15,000.00	101.34	15,549.33	549.33*
0. 10242	36. Division Office Building addition, Wilmington	45,000.00		45,000.00	35,936.73	41,413.78	3,586.22
0. 10247	37. Maintenance and Storage Building, Wilson	28,000.00		28,000.00	7,859.92	28,000.00	
0. 10252	38. Traffic Services Woodwork Shop, Durham	21,000.00	21,000.00		193.60*		
0. 10316	39. Storage Building, Sign Department, Winston-Salem	18,000.00	18,000.00		64.11	64.11	64.11*
	40. Resident Engineer's Office, Charlotte	45,000.00	45,000.00				
0. 10329	41. Equipment Shed, Newton	15,000.00		15,000.00	14,165.20	14,165.20	834.80
0. 10330	42. Storage Building, Hendersonville	30,000.00	30,000.00		174.40	174.40	174.40*
0. 10287	43. District Shop and Warehouse and Fencing, North Wilkesboro	84,000.00		84,000.00	77,453.82	77,453.82	6,546.18
0. 10257	44. Personnel Assembly Building, Currituck County	12,000.00		12,000.00			12,000.00

EXHIBIT "O" Continued

Work Order Number	Description	Original Budget	Requirements		Total Requirements	Actual Expenditures		Unexpended Balance		
			Increase	Decrease		Actual Receipts				
						1968-69	To Date			
0.10258	45. Servicing Equipment Building, Currituck County 46. District Engineer's Office, Lumberton 47. Purchase of Land from Prison Department, Moore County 48. Resident Engineer's Office, Mount Pleasant 49. Purchase of Land, Robbinsville 50. Sub Shop and Fencing, Hudson 51. Landscape Storage Building and Personnel Assembly Room, Hertford County	Original Availability	Availability		Total Availability	Actual Receipts		Unrealized Balance		
			Increase	Decrease		1968-69	To Date			
			\$ 20,000.00	\$ -0-		\$ 20,000.00	\$ -0-		\$ -0-	\$ 20,000.00
			52,000.00	52,000.00						
			2,750.00			2,750.00				2,750.00
			30,000.00	30,000.00						
			1,500.00	1,500.00						
			41,000.00			41,000.00	7,786.62		39,339.09	1,660.91
0.10253	52. Landscape Storage Facility, Durham 53. Landscape Storage Warehouse, Huntersville 54. Truck Shed and Storage Building, Caldwell County 55. Division Office Building, Alonskie 56. Division Office Building, Division Five, Raleigh 57. Office Building, Burgaw	Original Availability	Availability		Total Availability	Actual Receipts		Unrealized Balance		
			Increase	Decrease		1968-69	To Date			
			\$ 20,000.00	\$ -0-		\$ 20,000.00	\$ -0-		\$ -0-	\$ 20,000.00
			52,000.00	52,000.00						
			2,750.00			2,750.00				2,750.00
			30,000.00	30,000.00						
			1,500.00	1,500.00						
			41,000.00			41,000.00	7,786.62		39,339.09	1,660.91
0.10267	58. Storage Building, Burgaw 59. Truck Shed, Burgaw 60. Lumber Shed, Burgaw 61. Greasing and Washing Facility, Wilmington 62. Greasing and Washing Facility, Wilson 63. Service Station, Graham 64. Greasing and Washing Facility, Avery County 65. Office Building, Elizabeth City 66. Greasing and Washing Facility, Fayetteville 67. Service Station, Yanceyville	Original Availability	Availability		Total Availability	Actual Receipts		Unrealized Balance		
			Increase	Decrease		1968-69	To Date			
			\$ 20,000.00	\$ -0-		\$ 20,000.00	\$ -0-		\$ -0-	\$ 20,000.00
			52,000.00	52,000.00						
			2,750.00			2,750.00				2,750.00
			30,000.00	30,000.00						
			1,500.00	1,500.00						
			41,000.00			41,000.00	7,786.62		39,339.09	1,660.91

0.10338	68. Purchase of Land, Hoke County.....	15,000.00	14,677.25	14,677.25	322.75
0.10321	69. Maintenance Building, Hoke County.....	30,000.00	638.93	638.93	29,361.07
0.10322	70. Greasing and Washing Facility, Spencer.....	20,000.00	6,348.38	6,348.38	13,651.62
0.10302	71. Greasing and Washing Facility, Caldwell Co.....	20,000.00	22,033.46	14,004.77	616.79*
0.10261	72. Storage Building, Elizabeth City.....	12,000.00	11,787.06	12,000.00	63.11
0.10262	73. Truck Shed, Elizabeth City.....	10,000.00	9,081.67	9,036.89	760.20
0.10263	74. Lumber Shed, Elizabeth City.....	10,000.00	8,812.35	9,239.80	270.51
0.10264	75. Chain Link Fence, Elizabeth City.....	4,500.00	4,229.49	4,229.49	387.29*
0.10323	76. Greasing and Washing Facility, Lumberton.....	20,000.00	20,387.29	20,387.29	1,003.70
0.10313	77. Service Station, Hillsborough.....	24,000.00	22,996.30	22,996.30	6,847.65
0.10324	78. Service Station, Hoke County.....	7,000.00	152.35	152.35	13,335.16
0.10325	79. Warehouse, Hoke County.....	14,000.00	664.84	664.84	2,996.69
0.10301	80. Greasing and Washing Facility, Watauga Co.....	20,000.00	6,882.21	17,003.31	1,884.95
0.10273	81. Greasing and Washing Facility, Morganton.....	24,000.00	21,488.67	22,114.05	2,108.71
0.10280	82. Office Building, Asheville.....	14,000.00	7,347.39	11,891.29	286.79
0.10281	83. Storage Building, Asheville.....	14,000.00	3,061.14	13,713.21	4,578.96*
0.10282	84. Truck Shed, Asheville.....	10,000.00	4,376.60	14,578.96	5,514.75
0.10283	85. Lumber Shed, Asheville.....	10,000.00	150.97*	4,485.25	759.11
0.10284	86. Fencing and Grading, Asheville.....	12,500.00	9,541.99	11,740.89	474.71
0.10294	87. Equipment Service Building, Washington.....	24,000.00	23,525.29	23,525.29	3.00
0.10243	88. Greasing and Washing Facility, Kenansville.....	22,000.00	8,128.67	23,174.18	
0.10249	89. Greasing and Washing Facility, Washington Co.....	24,000.00	1,174.18	23,997.00	
0.10254	90. Four Greasing and Washing Facilities at Oxford, Bunn, Roxboro and Warrenton.....	116,000.00	2,637.73	43,637.73	
0.10326	91. Service Station, Sandy Ridge.....	24,000.00	25,931.44	25,931.44	1,931.44*
0.10278	92. Greasing and Washing Facility, Carthage.....	20,000.00	3,527.02	3,527.02	16,472.98
0.10337	93. Truck Shed and Storage Building, Avery Co.....	46,000.00	23,950.54	23,950.54	22,049.46
0.10274	94. Greasing and Washing Facility, Spruce Pine.....	24,000.00	6,028.33	21,770.59	2,229.41
0.10298	95. Greasing and Washing Facility, Hazelwood.....	20,000.00			
0.10244	96. Equipment Service Building, New Bern.....	24,000.00	24,714.09	24,714.09	
0.10250	97. Greasing and Washing Facility, Clinton.....	22,000.00	21,363.76	8,633.35	422.19
0.10250	98. Greasing and Washing Facility, Edgecombe Co.....	24,000.00	2,472.07	23,577.81	
0.10279	99. Service Station, Camp Burton.....	24,000.00	1,525.11	1,525.11	16,474.89
0.10275	100. Greasing and Washing Facility, Sanford.....	18,000.00	18,247.32	18,247.32	2,400.02*
0.10331	101. Greasing and Washing Facility, Marion.....	20,000.00	22,400.02	22,400.02	
0.10245	102. Greasing and Washing Facility, Brevard.....	20,000.00	1,886.78	4,229.63	
0.10245	103. Chain Link Fence, Burgaw.....	4,500.00	270.37		
			714.09		
		20,000.00			
		636.24			
		24,000.00			
		75,000.00			
		2,637.73			
		2,033.46			

EXHIBIT "O" Continued

Work Order Number	Description	Original Budget	Requirements		Total Requirements	Actual Expenditures		Unexpended Balance
			Increase	Decrease		Actual Receipts		
						1968-69	To Date	
Original Availability	Increase	Decrease	Total Availability	1968-69	To Date	Unrealized Balance		
0.10327	104. Greasing and Washing Facility, White Lake.	20,000.00			20,000.00	19,872.20	19,872.20	127.80
0.10299	105. Seven Weighing Stations in Wake, Orange, Mecklenburg, Robeson, Iredell, Rowan and Forsyth Counties.	420,000.00	52,000.00		420,000.00			420,000.00
0.10300	106. Construct District Shop, Fayetteville.				52,000.00	42,591.68	53,526.53	1,526.53*
0.10291	107. Purchase Property to construct Maintenance Building, Avery County.		20,000.00		20,000.00	17,000.00	17,000.00	3,000.00
0.10296	108. Construct Office Building, Kenansville.		12,000.00	1,806.57	10,193.43	4,650.94	10,193.43	
0.10295	109. Construct Resident and Maintenance Office Building, Rockingham County.		24,000.00		24,000.00	6,882.85	27,083.31	3,093.31*
0.10292	110. Renovation of Division Office, Greenville.		30,000.00		30,000.00	9,388.26	9,779.76	20,220.24
0.10309	111. Construct Blacksmith Shop, Sign and Storage Building, Kinston.		15,898.07		15,898.07	426.66	15,898.07	
0.10333	112. Wash and Grease Building, Polk County.		12,000.00		12,000.00	12,478.38	12,478.38	478.38*
	113. Wash and Grease Building, Hendersonville.		12,500.00		12,500.00	10,802.63	10,802.63	1,697.37
	Unallocated Appropriations		42,645.88	7,705.68	34,940.20			34,940.20
	Department of Motor Vehicles.	670,800.00			670,800.00		670,800.00	
	TOTAL REQUIREMENTS.	\$4,344,600.00	\$ 453,851.56	\$ 561,351.56	\$4,237,100.00	\$1,223,771.90	\$2,563,319.37	\$1,673,680.73
FUNDS AVAILABLE BY SOURCE:								
	State Capital Improvement Appropriation.	\$4,344,600.00	\$ 453,851.56	\$ 561,351.56	\$4,237,100.00	\$1,223,771.90	\$2,563,319.37	\$1,673,780.63

**BALANCE SHEET
DEBT SERVICE FUND
HIGHWAY CONSTRUCTION BONDS OF 1965
June 30, 1969**

EXHIBIT "P"

ASSETS	
Cash on Deposit—State Treasurer.....	\$ 16,636,373.34
RESERVE	
Reserve for Redemption of Bonds and Interest.....	\$ 14,979,269.23
Add: Revenue, 1968-69, \$0.01 per gallon tax.....	23,395,354.11
Funds Available for Bond redemption and Interest.....	\$ 38,374,623.34
DEDUCT: Redemption of Bonds.....	\$ 15,000,000.00
Interest on Bonds.....	4,338,250.00
Interest on Bond Anticipation Notes.....	2,400,000.00
RESERVE FOR FUTURE REDEMPTION OF BONDS & INTEREST.....	\$ 16,636,373.34

STATEMENT OF BONDED INDEBTEDNESS AND DEBT SERVICE
REQUIREMENTS FOR HIGHWAY BONDS OF 1965
At June 30, 1969

SCHEDULE P-1

Highway Bonds of 1965 Authorized and Issued—Chapter 46, 1965 Session Laws		\$180,000,000.00	
Less: Bonds Retired at June 30, 1968		15,000,000.00	
		\$165,000,000.00	
Bonds Retired during 1968-69		15,000,000.00	
Bonds Outstanding June 30, 1969		\$150,000,000.00	

Fiscal Year	Bonds	Interest	Total	Bonds Retired		Interest Current Year	Bonds Outstanding
				At June 30, 1969	Current Year		
1967-68	\$ 15,000,000.00	\$ 2,881,580.55 ¹	\$ 17,881,580.55	\$ 15,000,000.00	\$ -0-	\$ -0-	\$ -0-
1968-69	15,000,000.00	4,338,250.00	19,338,250.00		15,000,000.00	4,338,250.00	12,000,000.00
1969-70	12,000,000.00	5,075,750.00	17,075,750.00				13,000,000.00
1970-71	13,000,000.00	4,635,000.00	17,635,000.00				13,000,000.00
1971-72	13,000,000.00	4,147,000.00	17,147,000.00				8,000,000.00
1972-73	8,000,000.00	3,769,000.00	11,769,000.00				8,000,000.00
1973-74	8,000,000.00	3,503,000.00	11,503,000.00				8,000,000.00
1974-75	8,000,000.00	3,235,000.00	11,235,000.00				8,000,000.00
1975-76	8,000,000.00	2,966,500.00	10,966,500.00				8,000,000.00
1976-77	8,000,000.00	2,696,000.00	10,696,000.00				8,000,000.00
1977-78	8,000,000.00	2,422,500.00	10,422,500.00				8,000,000.00
1978-79	8,000,000.00	2,146,000.00	10,146,000.00				8,000,000.00
1979-80	7,000,000.00	1,886,000.00	8,886,000.00				7,000,000.00
1980-81	7,000,000.00	1,640,500.00	8,640,500.00				7,000,000.00

SCHEDULE P-1 Continued

Fiscal Year	Bonds	Interest	Total	Bonds Retired		Interest Current Year	Bonds Outstanding
				At June 30, 1969	Current Year		
1981-82	7,000,000.00	1,392,000.00	8,392,000.00				7,000,000.00
1982-83	7,000,000.00	1,142,000.00	8,142,000.00				7,000,000.00
1983-84	7,000,000.00	910,000.00	7,910,000.00				7,000,000.00
1984-85	7,000,000.00	664,000.00	7,664,000.00				7,000,000.00
1985-86	7,000,000.00	417,500.00	7,417,500.00				7,000,000.00
1986-87	5,000,000.00	208,500.00	5,208,500.00				5,000,000.00
1987-88	2,000,000.00	37,500.00	2,037,500.00				2,000,000.00
	\$180,000,000.00	\$ 50,113,580.55	\$230,113,580.55	\$ 15,000,000.00	\$ 15,000,000.00	\$ 4,338,250.00	\$150,000,000.00

¹Accrued Interest totaling \$536,419.45 has been received from the sale of Bonds

**BALANCE SHEET
DEBT SERVICE FUND
SECONDARY ROAD BONDS—1949
June 30, 1969**

EXHIBIT "Q"

ASSETS	
Cash on Deposit—State Treasurer.....	\$ 12,386,250.00
	<u><u> </u></u>
RESERVE	
Reserve for Bond Redemption and Interest.....	\$ 12,386,250.00
	<u><u> </u></u>

**STATEMENT OF BONDED INDEBTEDNESS AND DEBT SERVICE
REQUIREMENTS FOR SECONDARY ROAD BONDS 1949**
At June 30, 1969

SCHEDULE Q-1

Secondary Road Bonds Authorized and Issued—Chapter 1250 Session Laws 1949.....	\$200,000,000.00
Less: Bonds Retired at June 30, 1968.....	175,800,000.00
	<u>\$ 24,000,000.00</u>
	12,000,000.00
	<u>\$ 12,200,000.00</u>

BONDS RETIRED DURING 1968-69.....	
Bonds Outstanding June 30, 1969.....	<u>\$ 12,200,000.00</u>

Fiscal Year	Bonds	Interest	Total	Bonds Retired		Interest Current Year	Bonds Outstanding
				At June 30, 1968	Current Year		
1949-50-----	\$ -0-	\$ 1,742,937.50	\$ 1,742,937.50	\$ -0-	\$ -0-	\$ -0-	
1950-51-----	6,000,000.00	2,332,500.00	8,332,500.00	6,000,000.00			
1951-52-----	6,100,000.00	3,667,250.00	9,767,250.00	6,100,000.00			
1952-53-----	5,500,000.00	3,435,250.00	8,935,250.00	5,500,000.00			
1953-54-----	9,400,000.00	3,245,750.00	12,645,750.00	9,400,000.00			
1954-55-----	9,550,000.00	2,922,062.50	12,472,062.50	9,550,000.00			
1955-56-----	9,700,000.00	2,591,375.00	12,291,375.00	9,700,000.00			
1956-57-----	9,850,000.00	2,308,312.50	12,158,312.50	9,850,000.00			
1957-58-----	10,000,000.00	2,174,250.00	12,174,250.00	10,000,000.00			
1958-59-----	10,200,000.00	2,038,000.00	12,238,000.00	10,200,000.00			
1959-60-----	10,350,000.00	1,899,562.50	12,249,562.50	10,350,000.00			
1960-61-----	10,500,000.00	1,759,250.00	12,259,250.00	10,500,000.00			
1961-62-----	10,700,000.00	1,616,750.00	12,316,750.00	10,700,000.00			
1962-63-----	10,850,000.00	1,462,062.50	12,312,062.50	10,850,000.00			
1963-64-----	11,050,000.00	1,305,187.50	12,355,187.50	11,050,000.00			
1964-65-----	11,250,000.00	1,136,750.00	12,386,750.00	11,250,000.00			
1965-66-----	11,400,000.00	956,875.00	12,356,875.00	11,400,000.00			
1966-67-----	11,600,000.00	781,875.00	12,381,875.00	11,600,000.00			
1967-68-----	11,800,000.00	578,187.50	12,378,187.50	11,800,000.00			
1968-69-----	12,000,000.00	368,250.00	12,368,250.00		12,000,000.00	368,250.00	12,200,000.00
1969-70-----	12,200,000.00	186,250.00	12,386,250.00				
	<u>\$200,000,000.00</u>	<u>\$ 38,508,687.50</u>	<u>\$238,508,687.50</u>	<u>\$175,800,000.00</u>	<u>\$ 12,000,000.00</u>	<u>\$ 368,250.00</u>	<u>\$ 12,200,000.00</u>

**1965 BOND FUND
BALANCE SHEET
June 30, 1969**

EXHIBIT "R"

ASSETS

Cash on Deposit with State Treasurer.....		\$112,709,435.51
Bonds Authorized.....	\$300,000,000.00	
LESS: Bond Issued.....	180,000,000.00	
	<u> </u>	
Bonds Authorized and Unissued.....		120,000,000.00
TOTAL ASSETS.....		<u><u>\$232,709,435.51</u></u>

LIABILITIES AND FUND BALANCE

LIABILITIES:		
Due to Current Fund.....	\$ 3,867,524.87	
Bond Anticipation Notes payable.....	120,000,000.00	\$123,867,524.87
	<u> </u>	
FUND BALANCE:		
Unallotted Funds (Sch. R-1).....	\$ 64,525,351.79	
Unexpended Allotted Funds (Sch. R-1).....	44,316,558.85	108,841,910.64
	<u> </u>	
TOTAL LIABILITIES AND FUND BALANCE.....		<u><u>\$232,709,435.51</u></u>

1965 BOND FUND
STATEMENT OF FUNDS AUTHORIZED, ALLOCATED TO WORK ORDERS,
EXPENDITURES AND BALANCES
At June 30, 1969

SCHEDULE R-1

System	Funds Authorized By Statute	Participation By Others	Total Funds Available	Allocations to Work Orders	Unallocated Balance	Expenditures		Unexpended Allocations	Unexpended Balance Funds Authorized
						Current Year	To Date		
Primary-----	\$150,000,000.00	\$	\$150,000,000.00	\$127,162,677.32	\$ 22,837,322.68	\$ 43,554,697.13	\$ 90,130,791.79	\$ 37,031,885.53	\$ 59,869,208.21
Secondary-----	75,000,000.00	84,969.96	75,084,969.96	63,121,868.44	11,963,101.52	14,187,299.80	61,377,573.92	1,744,294.52	13,707,396.04
Urban-----	75,000,000.00	64,246.08	75,064,246.08	45,339,318.49	29,724,927.59	19,144,623.78	39,798,939.69	5,540,378.80	35,265,306.39
TOTALS-----	\$300,000,000.00	\$ 149,216.04	\$300,149,216.04	\$235,623,864.25	\$ 64,525,351.79	\$ 76,886,620.71	\$191,307,305.40	\$ 44,316,558.85	\$108,841,910.64
					(Exh. "R")			(Exh. "R")	(Exh. "R")

1965 BOND FUND

STATEMENT OF EXPENDITURES BY OBJECT For the Year Ended June 30, 1969

SCHEDULE R-2

Object	Description	Primary	Secondary	Urban	Total
020	Salaries and Wages.....	\$ 3,190,969.23	\$ 2,229,203.65	\$ 1,526,109.43	\$ 6,946,282.31
030	Temporary Labor—Hourly Rate.....	14,769.14	409,378.69	34,130.46	458,278.29
040	Trainee—Salaries and Wages.....	52,282.44	5,991.22	31,230.63	89,524.29
060	Temporary Labor—Annual Rate.....	223,232.20	32,906.53	81,085.53	337,244.26
220	Payroll Additives.....	643,839.35	486,218.52	313,647.68	1,423,705.55
221	Payroll Additives—Trainees.....	10,816.42	1,271.68	6,409.85	18,497.95
232	Employees Travel.....	60,630.85	5,110.38	24,031.28	89,772.51
233	Educational Expenses.....			44.25*	44.25*
311	Professional or Consultant Fees—Others.....	169,871.51		86,856.58	256,728.09
313	Outside Testing and Engineering.....	19,852.84	6,142.88	4,900.89	30,896.61
321	Freight, Express and Drayage.....	184.59	138.18	90.78	413.55
322	Telephone and Telegraph.....	20,111.71	2,418.52	8,632.50	31,162.73
323	Postage.....	3,800.89	500.19	1,530.18	5,831.26
330	Rental of Land and Structures from individuals.....	1,380.88		1,020.02	2,400.90
331	Rental of Land and Structures from others.....	10,295.78	909.67	6,165.28	17,370.73
336	Water, Heat and Power.....	4,321.82	802.47	1,425.90	6,550.19
341	Repairs and Service to Buildings.....	534.27		4.12	538.39
342	Repairs and Service to Equipment—Other.....	426.19		947.84	1,374.03
343	Repairs and Service to Equipment—Wrecked.....	20.79	175.29	346.36	542.44
351	Insurance and Bond Premiums.....	4.55	30.00		34.55
352	Dues, Subscriptions, Promotional and Advertising.....	661.13	25.62	651.40	1,338.15
353	Payments to Contractors.....	29,744,879.70	5,674,305.92	12,334,418.05	47,753,603.67
410	Office Supplies.....	4,195.42	112.25	1,444.93	5,752.60
421	Maintenance Materials and Supplies—Aggregate & Sand.....	17,160.46	1,782,401.66	107,949.58	1,907,511.70
422	Maintenance Materials and Supplies—Asphalt & Tar.....	5,584.19	394,723.79	40,757.80	441,065.78
423	Maintenance Materials and Supplies—Other.....	663.91	423,232.60	45,370.97	469,267.48
424	Bridge Materials and Supplies.....	7,392.92	280,810.77	31,395.40	319,599.09
425	Landscape Materials and Supplies.....	14,289.84	45,407.06	890.26	60,587.16
426	Traffic Paint and Additives.....	2,912.80	2.13	2.81	2,917.74
427	Road Signs and Signals.....	14,433.78	275.95	75,511.98	90,221.71
428	Building and Ground Materials and Supplies.....	60.14	18.95	620.43	699.52
441	Repair and Replacement Parts.....	63.37	17.65	201.88	282.90
450	Motor Fuel, Lubricants and Anti-freeze.....		569.07		569.07
471	Engineering and Drafting Supplies.....	20,810.71	3,971.17	3,447.70	28,229.58

SCHEDULE R-2 Continued

Object	Description	Primary	Secondary	Urban	Total
472	Laboratory Supplies.....	\$ 1,101.21	\$ 3.39	\$ 103.74	\$ 1,208.34
473	Photographic Supplies.....	793.63	1.95	549.62	1,345.20
474	Shop Supplies, Small Tools and Tire Chains.....	4,600.73	2,952.43	755.66	8,308.82
475	First Aid and Medical Supplies.....	223.03	32.98	25.30	281.31
476	Road Maps.....		4.20		4.20
511	Office Furniture and Equipment.....	728.33		35.71	764.04
515	Miscellaneous Equipment.....	51.78			51.78
516	Non-Rental Road Equipment.....	40.56			40.56
522	Rent of Equipment from equipment Department.....	504,569.84	2,077,332.77	302,807.28	2,944,709.89
523	Rent of Other Equipment.....	1,057.57	209,830.72	11,185.92	222,074.21
602	Right-of-way Incidental Costs paid to individuals.....	138,612.10	1,794.25	60,671.29	201,077.64
603	Acquisition of Right-of-way by agreement from individuals.....	2,001,089.50	7,075.00	632,413.29	2,640,577.79
604	Acquisition of Right-of-way by deed from individuals.....	182,750.00		410,595.00	593,345.00
612	Right-of-way Incidental costs paid to others.....	327,623.33	3,414.44	161,451.22	492,488.99
613	Acquisition of right-of-way by agreement from others.....	4,325,651.30	56,465.00	1,239,470.02	5,621,586.32
614	Acquisition of right-of-way by deed from others.....	556,381.24		1,075,351.82	1,631,733.06
615	Acquisition of right-of-way by condemnation.....	516,620.20	2,550.00	342,855.46	862,025.66
616	Acquisition of right-of-way by stipulated settlement (Consent Judgement).....	175,869.90	875.00	48,126.00	224,870.90
617	Acquisition of right-of-way by Jury verdict.....	11,845.00		12,575.95	24,420.95
618	Right-of-way Utility costs.....	531,741.03	54,743.46	10,742.10	597,226.59
644	Electronic data processing service.....	8,960.13	1,335.30	3,691.46	13,986.89
645	Photogrammetric Services.....	2,368.63		152.02*	2,520.65
670	Interest Expense.....	3,367.57	1,953.45	3,094.38	8,415.40
	GROSS EXPENDITURES.....	\$ 43,556,520.43	\$ 14,187,436.80	\$ 19,146,695.64	\$ 76,890,652.87
942	Sale of Salvage Materials and Supplies.....	\$ 1,823.30	\$ 137.00	\$ 1,045.60	\$ 3,005.90
953	Reimbursement by Others.....			1,029.36	1,029.36
970	Damage Claims.....			3.10*	3.10*
	REVENUES.....	\$ 1,823.30	\$ 137.00	\$ 2,071.86	\$ 4,032.16
	NET EXPENDITURES.....	\$ 43,554,697.13	\$ 14,187,299.80	\$ 19,144,623.78	\$ 76,886,620.71

BOND FUND

STATEMENT OF FUNDS AUTHORIZED, ALLOCATIONS TO WORK ORDERS, EXPENDITURES, AND UNEXPENDED BALANCES

Period July 1, 1965, through June 30, 1969

Primary System

SCHEDULE R-3

	Funds Authorized By Act	Participation by Others	Total Funds to be Available	Allocations to Work Orders	Expenditures	Unexpended Balance Funds Authorized
301 — Division 1.....	\$ 13,205,200.00	\$ —0—	\$ 13,205,200.00	\$ 11,108,164.83	\$ 9,849,388.33	\$ 3,355,811.87
302 — Division 2.....	11,052,000.00		11,052,000.00	11,016,387.26	7,322,832.23	3,729,167.77
303 — Division 3.....	12,188,000.00		12,188,000.00	11,887,822.05	8,412,280.84	3,775,719.16
304 — Division 4.....	13,324,000.00		13,324,000.00	11,221,319.35	9,441,079.10	3,882,920.90
305 — Division 5.....	10,192,200.00		10,192,200.00	6,786,123.63	5,738,880.95	4,453,319.05
306 — Division 6.....	14,373,600.00		14,373,600.00	9,480,181.70	5,893,001.61	8,480,598.39
307 — Division 7.....	9,721,000.00		9,721,000.00	8,841,831.12	5,501,144.82	4,219,855.18
308 — Division 8.....	11,095,900.00		11,095,900.00	7,637,622.13	8,089,490.51	3,006,409.49
309 — Division 9.....	8,377,100.00		8,377,100.00	5,303,898.58	1,719,597.68	6,657,502.32
310 — Division 10.....	8,095,700.00		8,095,700.00	6,218,100.87	4,380,744.94	3,714,955.06
311 — Division 11.....	10,251,600.00		10,251,600.00	9,482,100.00	5,116,805.28	5,134,794.72
312 — Division 12.....	8,800,200.00		8,800,200.00	7,711,124.96	6,935,433.81	1,870,766.19
313 — Division 13.....	10,161,200.00		10,161,200.00	6,732,568.24	4,920,054.11	5,241,145.89
314 — Division 14.....	9,456,300.00		9,456,300.00	8,968,502.67	6,810,057.78	2,646,242.22
Total (Exhibit "B").....	\$150,000,000.00	\$ —0—	\$150,000,000.00	\$122,374,756.39	\$ 90,130,791.79	\$ 59,869,208.21

BOND FUND
STATEMENT OF FUNDS AUTHORIZED, ALLOCATIONS TO WORK ORDERS,
EXPENDITURES, AND UNEXPENDED BALANCES
Period July 1, 1965, through June 30, 1969
Secondary System

SCHEDULE R-4

	Funds Authorized By Act	Participation by Others	Total Funds to be Available	Allocations to Work Orders	Expenditures	Unexpended Balance Funds Authorized
DIVISION 01:						
Bertie.....	\$ 619,100.00	\$ -0-	\$ 619,100.00	\$ 144,333.31	\$ 258,456.48	\$ 360,643.52
Camden.....	184,300.00		184,300.00	38,127.01	35,133.44	149,166.56
Chowan.....	147,800.00		147,800.00	74,597.06	85,180.07	62,619.93
Currituck.....	200,500.00		200,500.00	21,950.46	48,200.63	152,299.37
Dare.....	83,600.00		83,600.00	20,640.57	44,903.05	38,696.95
Gates.....	371,000.00		371,000.00	142,081.15	187,772.53	183,227.47
Herford.....	360,100.00		360,100.00	211,399.64	305,038.81	55,061.19
Hyde.....	188,800.00		188,800.00	27,619.95	108,505.28	80,294.72
Martin.....	535,500.00		535,500.00	269,078.51	278,094.20	257,405.80
Northampton.....	335,100.00		335,100.00	48,050.36	158,901.91	236,198.09
Pasquotank.....	189,600.00		189,600.00	100,941.05	184,794.72	4,805.28
Perquimans.....	255,600.00		255,600.00	134,723.45	132,337.83	123,262.17
Tyrrell.....	190,900.00		190,900.00	93,890.25	64,259.19	126,640.81
Washington.....	226,900.00		226,900.00	179,595.46	145,476.78	81,423.22
TOTAL DIVISION 01.....	\$ 3,948,800.00	\$ -0-	\$ 3,948,800.00	\$ 1,507,028.23	\$ 2,037,054.92	\$ 1,911,745.08
DIVISION 02:						
Beaufort.....	\$ 1,049,400.00	\$ -0-	\$ 1,049,400.00	\$ 548,525.08	\$ 1,000,372.51	\$ 49,027.49
Carteret.....	210,500.00	7,073.25	217,573.25	61,791.49	196,108.70	22,464.55
Craven.....	709,200.00		709,200.00	396,988.73	556,477.27	152,722.73
Greene.....	271,300.00		271,300.00	128,579.52	250,088.33	21,211.67
Jones.....	217,000.00		217,000.00	94,687.54	178,309.31	38,690.69
Lenoir.....	692,200.00		692,200.00	512,951.09	640,073.22	52,126.78

Famlico.....	263,200.00		263,200.00	90,887.18	243,278.88	19,921.12
Pitt.....	983,100.00	15,503.49	998,603.49	679,028.47	860,804.80	137,798.69
TOTAL DIVISION 02.....	\$ 4,395,900.00	\$ 22,576.74	\$ 4,418,476.74	\$ 2,513,439.10	\$ 3,924,513.02	\$ 493,963.72
DIVISION 03:						
Brunswick.....	\$ 694,000.00	\$ -0-	\$ 694,000.00	\$ 482,731.13	\$ 684,821.15	\$ 9,178.85
Duplin.....	1,290,200.00		1,290,200.00	376,523.64	1,177,262.07	72,937.93
New Hanover.....	95,300.00		95,300.00	50,609.00	98,907.68	3,607.68*
Onslow.....	523,300.00		523,300.00	208,298.98	518,491.45	4,808.55
Pender.....	549,400.00		549,400.00	297,981.07	500,998.69	48,401.31
Sampson.....	1,669,800.00		1,669,800.00	625,264.40	1,462,863.69	206,936.31
TOTAL DIVISION 03.....	\$ 4,782,000.00	\$ -0-	\$ 4,782,000.00	\$ 2,041,408.22	\$ 4,443,344.73	\$ 338,655.27
DIVISION 04:						
Edgecombe.....	\$ 350,700.00	\$ -0-	\$ 350,700.00	\$ 155,000.00	\$ 292,266.02	\$ 58,433.98
Halifax.....	681,000.00		681,000.00	337,190.77	538,907.94	142,092.06
Johnston.....	1,403,200.00		1,403,200.00	1,342,154.26	1,249,699.81	153,500.19
Nash.....	664,800.00		664,800.00	475,859.01	517,986.44	146,813.56
Wayne.....	631,100.00		631,100.00	412,606.99	607,249.63	23,850.37
Wilson.....	427,400.00		427,400.00	228,747.93	389,791.81	37,608.19
TOTAL DIVISION 04.....	\$ 4,158,200.00	\$ -0-	\$ 4,158,200.00	\$ 2,951,558.96	\$ 3,595,901.65	\$ 562,298.35
DIVISION 05:						
Durham.....	\$ 730,100.00	\$ 55,375.64	\$ 785,475.64	\$ 393,520.08	\$ 992,968.18	\$ 207,492.54*
Granlin.....	735,300.00		735,300.00	539,136.83	585,082.91	150,217.09
Granville.....	1,159,300.00		1,159,300.00	784,203.21	985,842.50	173,457.50
Person.....	1,016,200.00	6,784.87	1,022,984.87	606,487.69	802,649.18	220,335.69
Vance.....	348,100.00		348,100.00	343,362.52	343,042.48	5,057.52
Wake.....	1,343,700.00		1,343,700.00	761,632.27	1,120,599.05	223,100.95
Warren.....	765,300.00		765,300.00	385,027.11	591,243.53	174,066.47
TOTAL DIVISION 05.....	\$ 6,098,000.00	\$ 62,160.51	\$ 6,160,160.51	\$ 3,813,369.71	\$ 5,421,427.83	\$ 738,732.68

SCHEDULE R-4 Continued

	Funds Authorized By Act	Participation by Others	Total Funds to be Available	Allocations to Work Orders	Expenditures	Unexpended Balance Funds Authorized
DIVISION 06:						
Bladen.....	\$ 836,600.00	\$ -0-	\$ 836,600.00	\$ 178,271.78	\$ 674,309.40	\$ 162,290.60
Columbus.....	1,185,200.00		1,185,200.00	676,512.78	1,015,313.48	169,886.52
Cumberland.....	791,700.00		791,700.00	507,517.75	870,375.87	78,675.87*
Harnett.....	947,800.00		947,800.00	280,123.42	735,228.50	212,571.50
Robeson.....	1,235,300.00		1,235,300.00	585,394.12	1,176,523.39	58,776.61
TOTAL DIVISION 06.....	\$ 4,996,600.00	\$ -0-	\$ 4,996,600.00	\$ 2,227,819.85	\$ 4,471,750.64	\$ 524,849.36
DIVISION 07:						
Alamance.....	\$ 1,081,200.00	\$ -0-	\$ 1,081,200.00	\$ 451,414.27	\$ 777,982.12	\$ 303,237.88
Caswell.....	708,900.00		708,900.00	339,294.68	567,694.42	141,205.58
Guilford.....	1,632,700.00		1,632,700.00	765,192.28	1,319,535.29	313,164.71
Orange.....	971,100.00		971,100.00	590,821.33	697,043.30	274,056.70
Rockingham.....	1,376,800.00		1,376,800.00	1,080,997.23	1,050,788.13	326,011.87
TOTAL DIVISION 07.....	\$ 5,770,700.00	\$ -0-	\$ 5,770,700.00	\$ 3,217,719.79	\$ 4,413,023.26	\$ 1,357,676.74
DIVISION 08:						
Chatham.....	\$ 1,248,300.00	\$ -0-	\$ 1,248,300.00	\$ 772,183.93	\$ 1,030,600.01	\$ 217,699.99
Hoke.....	212,000.00		212,000.00	125,519.80	188,403.43	23,596.57
Lee.....	251,200.00		251,200.00	172,847.75	234,060.40	17,139.60
Montgomery.....	471,600.00		471,600.00	156,772.24	479,814.57	8,214.57*
Moore.....	856,700.00		856,700.00	680,686.47	808,859.04	12,159.04*
Randolph.....	1,931,700.00		1,931,700.00	1,729,571.10	1,847,688.65	84,011.35
Richmond.....	366,300.00		366,300.00	237,561.44	319,941.94	46,358.06
Scotland.....	259,300.00		259,300.00	222,127.38	233,451.03	25,848.97
TOTAL DIVISION 08.....	\$ 5,597,100.00	\$ -0-	\$ 5,597,100.00	\$ 4,097,270.11	\$ 5,202,819.07	\$ 394,280.93

Division 09:									
Davidson.....	\$ 1,195,900.00	\$	—	\$	1,196,900.00	\$	404,572.21	\$	1,050,105.93
Davis.....	566,100.00				566,100.00		360,575.71		496,181.20
Forsyth.....	910,000.00				910,000.00		499,600.96		648,831.90
Rowan.....	916,600.00				916,600.00		431,375.82		835,326.90
Stokes.....	1,400,300.00				1,400,300.00		920,986.66		1,076,775.90
TOTAL Division 09.....									
	\$ 4,989,900.00	\$	—	\$	4,989,900.00	\$	2,677,111.36	\$	4,107,222.43
Division 10:									
Anson.....	\$ 619,300.00	\$	—	\$	619,300.00	\$	482,129.29	\$	581,027.73
Cabarrus.....	524,800.00				524,800.00		417,874.05		496,993.32
Mecklenburg.....	455,100.00				455,100.00		360,056.87		474,463.01
Stanly.....	779,400.00				779,400.00		571,639.70		733,554.38
Union.....	1,214,900.00				1,214,900.00		945,586.98		1,116,176.69
TOTAL Division 10.....									
	\$ 3,593,500.00	\$	—	\$	3,593,500.00	\$	2,777,286.89	\$	3,402,215.13
Division 11:									
Alleghany.....	\$ 844,400.00	\$	—	\$	844,400.00	\$	542,393.09	\$	600,299.87
Ashe.....	1,482,000.00				1,482,000.00		766,434.14		1,240,415.17
Avery.....	469,500.00				469,500.00		408,554.33		373,067.14
Caldwell.....	836,300.00				836,300.00		565,945.40		662,944.84
Surry.....	1,494,100.00				1,494,100.00		1,101,849.37		1,433,160.33
Watauga.....	1,917,500.00				1,917,500.00		581,627.00		602,082.48
Wilkes.....	2,059,600.00				2,059,600.00		1,794,543.20		1,924,556.57
Yadkin.....	969,700.00				969,700.00		538,380.44		861,423.55
TOTAL Division 11.....									
	\$ 9,073,100.00	\$	—	\$	9,073,100.00	\$	6,299,726.97	\$	7,758,049.95
Division 12:									
Alexander.....	\$ 617,500.00	\$	232.71	\$	617,732.71	\$	349,903.60	\$	525,593.39
Catawba.....	687,800.00				687,800.00		116,603.72		503,709.00
Cleveland.....	1,092,700.00				1,092,700.00		350,811.52		736,910.90
Gaston.....	576,800.00				576,800.00		234,993.06		234,115.06
Iredell.....	1,275,100.00				1,275,100.00		487,330.53		960,404.70
Lincoln.....	603,200.00				603,200.00		285,177.41		521,640.59
TOTAL Division 12.....									
	\$ 4,853,100.00	\$	232.71	\$	4,853,332.71	\$	1,824,819.84	\$	3,650,943.52
TOTAL.....									
	\$ 20,000,000.00	\$	—	\$	20,000,000.00	\$	12,500,000.00	\$	1,315,050.05
TOTAL.....									
	\$ 20,000,000.00	\$	—	\$	20,000,000.00	\$	12,500,000.00	\$	1,315,050.05

SCHEDULE R-4 Continued

	Funds Authorized By Act	Participation by Others	Total Funds to be Available	Allocations to Work Orders	Expenditures	Unexpended Balance Funds Authorized
DIVISION 13:						
Buncombe.....	\$ 1,266,900.00	\$ -0-	\$ 1,266,900.00	\$ 893,205.58	\$ 838,262.96	\$ 428,637.04
Burke.....	828,800.00		828,800.00	705,642.43	565,566.86	263,233.14
Madison.....	998,700.00		998,700.00	310,793.85	310,306.71	688,393.29
McDowell.....	605,200.00		605,200.00	246,448.22	283,049.26	322,150.74
Mitchell.....	469,500.00		469,500.00	201,704.22	199,875.38	269,624.62
Rutherford.....	1,260,400.00		1,260,400.00	446,500.00	528,699.77	731,700.23
Yancey.....	467,600.00		467,600.00	263,142.38	314,556.25	133,043.75
TOTAL DIVISION 13.....	\$ 5,897,100.00	\$ -0-	\$ 5,897,100.00	\$ 3,067,436.68	\$ 3,040,316.19	\$ 2,856,783.81
DIVISION 14:						
Transylvania.....	\$ 538,100.00	\$ -0-	\$ 538,100.00	\$ 491,899.17	\$ 387,118.69	\$ 130,981.31
Cherokee.....	881,000.00		881,000.00	738,302.19	729,288.69	151,741.31
Clay.....	361,100.00		361,100.00	312,755.53	336,220.07	24,879.93
Graham.....	299,500.00		299,500.00	282,872.78	252,381.31	47,118.69
Haywood.....	753,500.00		753,500.00	655,049.04	775,008.52	21,508.52
Henderson.....	1,201,100.00		1,201,100.00	992,729.40	941,529.38	259,570.62
Jackson.....	872,400.00		872,400.00	786,372.42	739,949.50	132,450.50
Macon.....	1,032,700.00		1,032,700.00	791,757.17	896,572.68	136,127.32
Polk.....	631,400.00		631,400.00	622,857.14	620,005.03	11,394.97
Swain.....	\$ 275,200.00	\$ -0-	\$ 275,200.00	\$ 252,588.77	\$ 230,947.71	\$ 44,252.29
TOTAL DIVISION 14.....	\$ 6,846,000.00	\$ -0-	\$ 6,846,000.00	\$ 5,927,183.61	\$ 5,908,991.58	\$ 937,008.42
TOTAL (EXHIBIT "B").....	\$ 75,000,000.00	\$ 84,969.96	\$ 75,084,969.96	\$ 44,943,179.32	\$ 61,377,573.92	\$ 13,707,396.04

Note: The * amounts shown in the unexpended balance of funds authorized column will be transferred to a "Companion Work Order". See Commentary on Bond Fund.

BOND FUND
STATEMENT OF FUNDS AUTHORIZED, ALLOCATIONS TO WORK ORDERS,
EXPENDITURES, AND UNEXPENDED BALANCES
Period July 1, 1965, through June 30, 1969
Urban System

SCHEDULE R-5

	Funds Authorized By Act	Participation by Others	Total Funds to be Available	Allocations to Work Orders	Expenditures	Unexpended Balance Funds Authorized
Division 01:	\$	\$	\$	\$	\$	\$
Aluskie.....	179,700.00	-0-	179,700.00	179,700.00	172,704.53	6,995.47
Aulander.....	42,500.00		42,500.00	42,500.00	42,500.00	
Bear Grass.....	4,000.00		4,000.00	1,500.00	1,007.66	2,992.34
Colerain.....	13,300.00		13,300.00	13,300.00	13,057.08	242.92
Columbia.....	43,100.00		43,100.00	38,500.00	17,617.75	25,482.25
Conway.....	26,000.00		26,000.00	26,000.00	72,966.20	46,966.20*
Creswell.....	15,800.00		15,800.00	1,300.00	274.91	15,525.09
Edenton.....	174,800.00		174,800.00	138,756.87	140,069.65	34,700.35
Elizabeth City.....	551,400.00		551,400.00	551,400.00	529,433.07	21,966.93
Everetts.....	8,800.00		8,800.00	8,800.00	17,585.47	8,785.47*
Garysburg.....	7,100.00		7,100.00	7,100.00	1,872.03	5,227.97
Gaston.....	47,600.00		47,600.00	47,600.00	44,789.95	2,810.05
Gatesville.....	18,000.00		18,000.00	18,000.00	18,001.05	1.05*
Hamilton.....	22,200.00		22,200.00	22,200.00	36,463.25	14,263.25*
Harrisville.....	6,700.00		6,700.00	200.00	24.75	6,675.25
Hassell.....	5,800.00		5,800.00	800.00	272.74	5,527.26
Hertford.....	81,100.00		81,100.00	81,100.00	81,100.00	
Jackson.....	30,000.00		30,000.00	30,000.00	24,252.04	5,747.96
Jamesville.....	21,100.00		21,100.00	2,100.00	286.05	20,813.95
Kelford.....	14,200.00		14,200.00	14,200.00	15,755.63	1,555.63*
Lasker.....	4,700.00		4,700.00	4,700.00	6,573.47	1,873.47*
Lewiston.....	14,100.00		14,100.00	14,100.00	15,245.60	1,145.60*
Manteo.....	23,000.00		23,000.00			23,000.00
Murfreesboro.....	103,600.00		103,600.00	103,600.00	131,377.34	27,777.34*

SCHEDULE R-5 Continued

	Funds Authorized By Act	Participation by Others	Total Funds to be Available	Allocations to Work Orders	Expenditures	Unexpended Balance Funds Authorized
Oak City.....	\$ 22,500.00	\$ -0-	\$ 22,500.00	\$ 22,500.00	\$ 41,493.11	\$ 18,995.11*
Parmete.....	12,700.00		12,700.00	10,200.00	9,500.02	3,199.98
Plymouth.....	183,000.00		183,000.00	175,737.24	78,848.74	104,151.26
Powellsville.....	10,200.00		10,200.00	1,200.00	297.44	9,902.56
Rich Square.....	44,500.00		44,500.00	44,500.00	44,500.00	
Robersonville.....	66,000.00		66,000.00	6,000.00	5,212.09	60,787.91
Roper.....	30,200.00		30,200.00	2,200.00	219.71	29,980.29
Roxobel.....	17,700.00		17,700.00	17,700.00	25,987.13	8,287.13*
Seaboard.....	24,500.00		24,500.00	24,500.00	29,061.87	4,561.87*
Severn.....	12,200.00		12,200.00	12,200.00	12,200.00	
Williamston.....	271,500.00		271,500.00	248,000.00	203,571.60	67,528.40
Windsor.....	83,000.00		83,000.00	22,620.42	54,468.73	28,531.27
Winfall.....	10,600.00		10,600.00	10,600.00	10,600.00	
Winton.....	32,700.00		32,700.00	29,700.00	29,097.01	3,602.99
Woodland.....	25,500.00		25,500.00	25,500.00	22,738.00	2,762.00
Woodville.....	13,500.00		13,500.00	12,137.71	12,137.71	1,362.29
Askeville.....	7,600.00		7,600.00	7,600.00	7,600.00	
Kill Devil Hills.....	10,500.00		10,500.00	10,500.00	10,500.00	
Nags Head.....	28,600.00		28,600.00	28,600.00	28,600.00	
TOTAL DIVISION 01.....	\$ 2,365,600.00	\$ -0-	\$ 2,365,600.00	\$ 2,059,452.24	\$ 2,010,295.38	\$ 355,304.62
DIVISION 02:						
Atlantic Beach.....	\$ 3,000.00	\$ -0-	\$ 3,000.00	\$ -0-	\$ 2,990.89	\$ 9.11
Aurora.....	17,600.00		17,600.00	608.02	17,600.00	
Ayden.....	121,900.00	11,000.00	132,900.00		94,011.08	38,885.92
Bath.....	13,600.00		13,600.00		13,600.00	
Bayboro.....	21,400.00		21,400.00		21,400.00	
Beaufort.....	114,600.00		114,600.00	114,600.00	114,600.00	

Belhaven.....	93,600.00			93,600.00	1,000.00	13,621.09	79,978.91
Bethel.....	61,900.00			61,900.00		53,215.64	8,084.36
Bridgeton.....	25,000.00			25,000.00		25,000.00	
Cove City.....	21,600.00			21,600.00		21,600.00	
Dover.....	25,500.00			25,500.00		25,500.00	
Falkland.....	5,500.00			5,500.00	1,011.00	5,500.00	
Farmville.....	156,700.00			156,700.00	156,700.00	156,700.00	
Fountain.....	19,500.00			19,500.00	19,500.00	19,500.00	
Greenville.....	896,500.00			896,500.00	896,500.00	584,001.49	312,498.51
Gritton.....	71,200.00		7,320.00	78,520.00	78,520.00	78,520.00	
Grimesland.....	14,200.00			14,200.00		14,200.00	
Hookerton.....	14,000.00			14,000.00		14,000.00	
Kinston.....	973,300.00			973,300.00	603,609.44	457,912.93	
La Grange.....	83,600.00			83,600.00	2,918.12	83,166.44	515,387.07
Maysville.....	35,000.00			35,000.00	35,000.00	35,000.00	433.56
Morehead City.....	218,900.00			218,900.00	218,900.00	218,900.00	
New Bern.....	616,300.00			616,300.00	422,668.03	404,043.94	152,256.06
Newport.....	33,800.00			33,800.00	33,800.00	33,800.00	
Oriental.....	20,500.00			20,500.00	10,743.75	20,500.00	
Pantego.....	10,300.00			10,300.00	4,122.07	10,300.00	
Pink Hill.....	17,600.00			17,600.00	1,400.00	963.80	16,936.20
Pollocksville.....	16,300.00			16,300.00		16,300.00	
Snow Hill.....	40,900.00			40,900.00	40,900.00	40,900.00	
Trenton.....	15,800.00			15,800.00		15,800.00	
Vanceboro.....	31,600.00		2,500.00	34,100.00		34,100.00	
Vandemere.....	17,700.00			17,700.00		17,700.00	
Walstonburg.....	7,500.00			7,500.00		4,619.64	2,880.36
Washington.....	389,800.00		540.00	390,340.00	168,843.00	283,732.88	106,607.12
Washington Park.....	22,500.00			22,500.00	22,500.00	22,500.00	
Winterville.....	55,600.00			55,600.00	55,600.00	55,600.00	
Emerald Isle.....	600.00			600.00		600.00	
Cape Carteret.....	2,900.00			2,900.00	14.20	2,535.80	364.20
Chocowinity.....	22,700.00			22,700.00	700.00	660.18	22,039.82
Havelock.....	95,400.00			95,400.00	400.00	67,934.58	27,465.42
TOTAL DIVISION 02.....	\$ 4,426,200.00	\$	21,360.00	\$ 4,447,560.00	\$ 3,004,373.27	\$ 3,163,133.38	\$ 1,284,426.62

SCHEDULE R-5 Continued

	Funds Authorized By Act	Participation by Others	Total Funds to be Available	Allocations to Work Orders	Expenditures	Unexpended Balance Funds Authorized
Division 03:	\$	\$	\$	\$	\$	\$
Atkinson.....	11,800.00	-0-	11,800.00	7,156.47	10,090.50	1,709.50
Autryville.....	7,500.00		7,500.00	7,500.00	2,109.11	5,390.89
Beulaville.....	41,600.00		41,600.00	41,600.00	45,130.25	3,530.25*
Bolivia.....	7,900.00		7,900.00	7,439.39	7,570.99	329.01
Burgaw.....	68,600.00		68,600.00	68,600.00	61,240.03	7,359.97
Calypso.....	24,800.00		24,800.00	24,800.00	25,135.24	335.24*
Carolina Beach.....	46,700.00		46,700.00	21,480.58	20,413.95	26,286.05
Clinton.....	292,600.00		292,600.00	292,600.00	74,224.47	218,375.53
Faison.....	26,100.00		26,100.00	26,100.00	39,064.37	12,964.37*
Garland.....	25,200.00		25,200.00	25,134.14	26,696.68	1,496.08*
Holly Ridge.....	28,700.00		28,700.00	28,700.00	29,159.44	459.44*
Jacksonville.....	529,100.00		529,100.00	100,850.00	71,870.98	457,229.02
Kanansville.....	28,400.00		28,400.00	28,400.00	18,294.92	10,105.08
Kure Beach.....	11,500.00		11,500.00	4,465.69	4,465.69	7,034.31
Magnolia.....	24,700.00		24,700.00	24,700.00	19,707.05	4,992.95
Newton Grove.....	18,700.00		18,700.00	7,205.71	10,968.04	7,731.36
Richlands.....	42,300.00		42,300.00	42,300.00	43,202.32	902.32*
Roseboro.....	53,100.00		53,100.00	12,386.48	11,618.76	41,481.24
Rose Hill.....	50,700.00		50,700.00	50,700.00	55,124.04	4,424.04*
Salemburg.....	22,300.00		22,300.00	22,300.00	29,294.55	6,994.55*
Shallotte.....	18,800.00		18,800.00	9,000.00	18,414.06	385.94
Southport.....	79,800.00		79,800.00	11,300.00	10,407.39	68,892.61
Spruellsboro.....	43,300.00		43,300.00	43,300.00	44,145.05	845.05*
Teachey.....	7,300.00		7,300.00	7,169.72	7,169.72	130.28
Turkey.....	7,800.00		7,800.00	7,800.00	9,190.37	1,390.37*
Wallace.....	89,600.00		89,600.00	89,600.00	31,049.28	58,550.72
Warsaw.....	87,100.00		87,100.00		87,100.00	
Winnington.....	1,726,000.00		1,726,000.00	1,688,136.36	1,616,378.44	109,621.56
Wrightsville Beach.....	28,400.00		28,400.00	20,801.46	20,801.46	7,598.54

Surf City.....	10,400.00			10,400.00	8,704.19	8,704.19	1,695.81
Yauson Beach.....	3,500.00			3,500.00	3,396.96	3,396.96	103.04
Long Beach.....	4,000.00			4,000.00	4,000.00	4,000.00	
Ocean Isle.....	200.00			200.00	200.00	200.00	
Topsail Beach.....	3,800.00			3,800.00	1,702.97	1,702.97	2,097.03
TOTAL DIVISION 03.....	\$ 3,472,300.00	\$ -0-		\$ 3,472,300.00	\$ 2,730,130.19	\$ 2,468,544.87	\$ 1,003,755.13
DIVISION 04:							
Bailey.....	31,200.00	\$ -0-		\$ 31,200.00	\$ 29,330.68	\$ 31,338.50	\$ 138.50*
Battleboro.....	14,300.00			14,300.00	300.00	298.52	14,071.48
Benson.....	92,400.00			92,400.00	92,400.00	89,544.12	2,855.88
Black Creek.....	12,200.00			12,200.00	2,200.00	244.49	11,955.51
Castalia.....	10,500.00			10,500.00	10,500.00	10,500.00	
Clayton.....	129,500.00			129,500.00	112,441.62	112,431.78	17,068.22
Conetoe.....	5,800.00			5,800.00	5,800.00	11,032.82	5,232.82*
Elm City.....	28,600.00			28,600.00	5,535.61	2,275.05	26,324.95
Enfield.....	116,800.00			116,800.00	116,800.00	139,994.81	23,194.81*
Eureka.....	9,600.00			9,600.00	755.53	9,600.00	
Four Oaks.....	39,600.00			39,600.00	39,600.00	35,247.18	4,352.82
Fremont.....	63,100.00			63,100.00	434,000.00	27,530.99	35,569.01
Goldshoro.....	1,132,300.00			1,132,300.00	419,600.49	712,699.51	
Halifax.....	14,500.00			14,500.00	14,500.00	15,030.07	530.07*
Hobgood.....	24,700.00			24,700.00	24,700.00	21,477.54	3,222.46
Kenly.....	45,000.00			45,000.00	44,435.31	45,000.00	
Lucama.....	19,500.00			19,500.00	19,500.00	22,058.67	
Marcellesfield.....	18,600.00			18,600.00	18,600.00	18,600.00	
Micro.....	13,700.00			13,700.00	13,700.00	13,700.00	
Middlesex.....	23,100.00			23,100.00	22,589.65	18,600.83	
Mount Olive.....	183,300.00			183,300.00	183,300.00	183,300.00	
Nashville.....	55,800.00			55,800.00	49,997.69	49,997.69	5,802.31
Pikesville.....	20,600.00			20,600.00	20,600.00	20,600.00	
Pine Level.....	32,700.00			32,700.00	32,700.00	32,700.00	
Pinetops.....	53,800.00			53,800.00	53,800.00	53,800.00	
Princeton.....	37,200.00			37,200.00	37,200.00	37,200.00	
Princetonville.....	31,300.00			31,300.00	5,300.00	1,445.86	29,854.14
Roanoke Rapids.....	522,300.00			522,300.00	400,500.00	399,495.81	122,804.19

SCHEDULE R-5 Continued

	Funds Authorized By Act	Participation by Others	Total Funds to be Available	Allocations to Work Orders	Expenditures	Unexpended Balance Funds Authorized
DIVISION 04 (Cont'd):						
Rocky Mount.....	\$ 1,260,700.00	\$ -0-	\$ 1,260,700.00	\$ 280,318.78	\$ 366,055.36	\$ 894,614.64
Saratoga.....	16,000.00		16,000.00	5,000.00	948.82	15,051.18
Scotland Neck.....	116,600.00		116,600.00	116,600.00	113,866.70	2,733.30
Selma.....	121,600.00		121,600.00	121,600.00	120,906.07	693.93
Sharpsburg.....	19,200.00		19,200.00	19,018.20	19,200.00	
Sims.....	8,000.00		8,000.00	1,200.00	1,075.99	6,924.01
Smithfield.....	239,900.00		239,900.00	239,900.00	251,524.61	11,624.61*
Speed.....	5,600.00		5,600.00	799.88	5,600.00	
Spring Hope.....	52,400.00		52,400.00	52,400.00	52,400.00	
Stantonsburg.....	35,200.00		35,200.00	35,200.00	35,200.00	
Tarboro.....	329,800.00		329,800.00	67,159.25	25,021.91	304,778.09
Weldon.....	84,900.00		84,900.00	67,736.95	84,900.00	
Whitakers.....	39,400.00		39,400.00	39,353.12	39,451.25	51.25*
Seven Springs.....	8,100.00		8,100.00	8,100.00	8,100.00	
Wilson.....	1,127,600.00		1,127,600.00	1,126,155.26	1,117,377.33	10,222.67
Littleton.....	40,200.00		40,200.00	40,200.00	40,200.00	
TOTAL DIVISION 04.....	\$ 6,287,200.00	\$ -0-	\$ 6,287,200.00	\$ 3,992,828.83	\$ 4,104,433.26	\$ 2,182,766.74
DIVISION 05:						
Apex.....	\$ 53,600.00	\$ -0-	\$ 53,600.00	\$ 8,600.00	\$ 7,454.76	\$ 46,145.24
Bunn.....	13,000.00		13,000.00	13,000.00	13,487.33	487.33*
Cary.....	131,600.00		131,600.00	130,134.52	137,329.67	5,729.67*
Credmoor.....	33,800.00		33,800.00	7,118.87	27,284.29	6,505.71
Durham.....	3,070,600.00		3,070,600.00	2,561,852.28	2,382,469.05	688,130.95
Franklinton.....	59,300.00		59,300.00	45,171.72	45,171.72	14,128.28
Fuquay Varina.....	132,900.00	16,250.00	149,150.00	147,968.04	147,413.43	1,736.57
Garner.....	135,300.00		135,300.00	80,300.00	78,728.09	56,571.31
Henderson.....	499,600.00		499,600.00	113,645.65	102,863.14	386,736.86

Holly Springs.....	21,900.00	21,900.00	21,900.00	21,900.00	4,700.00
Kittrell.....	4,700.00	4,700.00	4,700.00	4,700.00	30,476.95
Knightdale.....	24,400.00	24,400.00	24,400.00	24,400.00	7,300.00
Louisburg.....	112,200.00	112,200.00	81,723.05	81,723.05	6,700.00
Macon.....	7,300.00	7,300.00			350.13*
Middleburg.....	6,700.00	6,700.00	8,700.00	9,050.13	5,434.47*
Morrisville.....	8,700.00	8,700.00	36,400.00	41,834.47	104,148.87
Norlina.....	36,400.00	36,400.00	92,500.00	169,451.13	3,655,278.54
Oxford.....	273,600.00	273,600.00	50,000.00	26,221.46	354.62
Raleigh.....	3,683,500.00	3,683,500.00	13,645.38	13,645.38	139,039.95
Rolesville.....	14,000.00	14,000.00	104,100.00	62,760.05	8,700.00
Roxboro.....	201,800.00	201,800.00			20,581.15
Stem.....	8,700.00	8,700.00	2,400.00	1,818.85	79,360.85
Stovall.....	22,400.00	22,400.00	6,179.79	25,139.15	34,549.20
Wake Forest.....	104,500.00	104,500.00	44,100.00	9,550.80	29,933.88
Warrenton.....	44,100.00	44,100.00	34,500.00	33,566.12	180.73
Wendell.....	63,500.00	63,500.00	23,219.27	23,219.27	5,659.39*
Youngsville.....	23,400.00	23,400.00	60,200.00	60,200.00	
Zebulon.....	60,200.00	60,200.00			
TOTAL DIVISION 05.....	\$ 8,851,700.00	\$ 16,250.00	\$ 8,867,950.00	\$ 3,711,758.57	\$ 5,313,598.67
DIVISION 06:					
Angier.....	49,000.00	\$	49,000.00	\$	49,000.00
Bladenboro.....	30,400.00	\$	30,400.00	\$	30,400.00
Bolton.....	24,200.00	\$	24,200.00	\$	24,200.00
Brunswick.....	6,600.00	\$	7,600.00	\$	7,600.00
Chadbourne.....	91,100.00	\$	91,100.00	\$	91,100.00
Clarkton.....	26,000.00	\$	26,000.00	\$	26,000.00
Coats.....	41,100.00	\$	41,100.00	\$	41,100.00
Dublin.....	14,400.00	\$	14,400.00	\$	14,400.00
Dunn.....	296,700.00	\$	296,700.00	\$	296,700.00
Elizabethtown.....	63,700.00	\$	63,700.00	\$	63,700.00
Fair Bluff.....	40,400.00	\$	40,400.00	\$	40,400.00
Fairmont.....	89,600.00	\$	89,600.00	\$	89,600.00
Falcon.....	9,200.00	\$	9,200.00	\$	9,200.00
Fayetteville.....	1,847,300.00	\$	1,847,300.00	\$	1,847,300.00
Hope Mills.....	43,500.00	\$	43,500.00	\$	43,500.00
TOTAL DIVISION 06.....	\$ 2,847,300.00	\$ 0.00	\$ 2,847,300.00	\$ 2,847,300.00	\$ 2,847,300.00

SCHECULE R-5 Continued

	Funds Authorized By Act	Participation by Others	Total Funds to be Available	Allocations to Work Orders	Expenditures	Unexpended Balance Funds Authorized
Division 06 (Cont'd.):						
Lake Waccamaw.....	\$ 30,600.00	\$ -0-	\$ 30,600.00	\$ 30,589.19	\$ 30,589.19	\$ 10.81
Lillington.....	48,700.00		48,700.00	48,578.82	48,700.00	
Linden.....	6,200.00		6,200.00	6,195.17	6,195.17	4.83
Lumber Bridge.....	3,900.00		3,900.00	3,900.00	3,900.00	
Lumberton.....	600,200.00	2,222.32	602,422.32	518,044.02	387,000.03	215,422.29
McDonalds.....	3,100.00		3,100.00	3,100.00	2,399.96	700.04
Maxton.....	68,800.00		68,800.00	6,028.64		
Parkton.....	35,500.00		35,500.00		35,500.00	
Pembroke.....	53,800.00		53,800.00	53,606.55	53,800.00	
Proctorville.....	7,400.00	7,300.00	14,700.00	14,700.00	14,700.00	
Red Springs.....	108,500.00		108,500.00	108,500.00	108,500.00	
Rowland.....	55,200.00		55,200.00	55,200.00	55,200.00	
Saint Pauls.....	88,200.00		88,200.00	88,200.00	88,200.00	
Stedman.....	18,000.00		18,000.00	18,000.00	18,000.00	19,550.72
Tabor City.....	91,700.00		91,700.00	91,700.00	72,119.28	2,190.25
Whiteville.....	183,600.00		183,600.00	162,426.59	181,409.75	297.06*
Spring Lake.....	161,200.00		161,200.00	87,044.57	161,497.06	15.67
White Lake.....	5,100.00		5,100.00		5,084.33	15.67
Tarheel.....	3,000.00		3,000.00	1,926.14	1,926.14	1,073.86
Total Division 06.....	\$ 4,245,900.00	\$ 10,522.32	\$ 4,256,422.32	\$ 2,120,134.13	\$ 2,095,511.28	\$ 2,160,911.04
Division 07:						
Burlington.....	\$ 1,301,900.00	\$ -0-	\$ 1,301,900.00	\$ 1,301,900.00	\$ 705,850.51	\$ 596,089.49
Carboro.....	78,300.00		78,300.00			78,300.00
Chapel Hill.....	493,100.00		493,100.00	493,100.00	485,860.31	7,239.69
Draper.....	132,600.00		132,600.00	106,529.02	106,606.79	25,993.21
Elon College.....	50,300.00		50,300.00	24,631.36	48,288.06	2,011.94
Gibsonville.....	70,000.00		70,000.00	56,720.60	56,135.04	13,864.96

Graham.....	302,900.00		302,900.00	77,900.00	18,195.39	284,704.61
Greensboro.....	4,680,100.00		4,680,100.00	1,362,000.00	705,690.70	3,983,409.30
High Point.....	2,433,800.00		2,433,800.00		218,635.87	2,215,164.13
Hillsboro.....	52,900.00		52,900.00			52,900.00
Jamestown.....	48,900.00		48,900.00	48,817.38	48,817.38	82.62
Leaksville.....	252,000.00		252,000.00	214,790.00	165,870.82	86,129.18
Madison.....	75,000.00		75,000.00	75,000.00	82,230.45	7,230.45*
Mayodan.....	92,800.00		92,800.00	71,200.00	18,235.46	74,564.54
Mechane.....	92,700.00		92,700.00			92,700.00
Milton.....	9,200.00		9,200.00	9,200.00	7,258.51	1,941.49
Reidsville.....	559,500.00		559,500.00	109,500.00	121,629.51	437,870.49
Spray.....	179,000.00		179,000.00	107,872.03	85,079.82	93,920.18
Stoneville.....	37,300.00		37,300.00	25,151.00	1,454.84	35,845.16
Total Division 07.....	\$ 10,951,300.00	\$ -0-	\$ 10,951,300.00	\$ 4,206,114.39	\$ 2,875,789.46	\$ 8,075,510.54
Division 08:						
Aberdeen.....	\$ 60,000.00	\$ -0-	\$ 60,000.00	\$ 10,000.00	\$ 7,054.54	\$ 52,945.46
Asheboro.....	370,500.00		370,500.00	182,442.00	207,198.07	163,301.93
Biscoe.....	41,300.00		41,300.00	41,300.00	41,359.90	69.90*
Broadway.....	18,300.00		18,300.00	18,300.00	18,300.00	
Cameron.....	11,700.00		11,700.00	2,146.90	6,444.65	5,255.35
Candor.....	23,300.00		23,300.00	15,193.32	19,878.79	3,421.21
Carthage.....	46,700.00		46,700.00	8,700.00	8,709.75	37,990.25
East Laurinburg.....	27,300.00		27,300.00	26,616.21	22,116.21	5,183.79
Ellerbe.....	33,100.00		33,100.00	3,100.00	1,516.82	31,583.18
Franklinville.....	26,900.00		26,900.00	8,416.79	22,208.23	4,691.77
Gilson.....	19,600.00		19,600.00	16,543.08	16,543.08	3,056.92
Goldston.....	14,700.00		14,700.00	4.55	4.55	14,695.45
Hamlet.....	174,900.00		174,900.00	174,900.00	199,345.59	24,445.59*
Hoffman.....	13,500.00		13,500.00	13,500.00	13,500.00	
Laurinburg.....	322,200.00		323,200.00	199,519.01	201,763.76	121,436.24
Liberty.....	56,400.00		56,400.00	56,400.00	50,129.70	6,270.30
Mount Gilead.....	48,200.00		48,200.00	48,200.00	48,200.00	
Pinebluff.....	20,000.00		20,000.00	1,361.42	10,138.58	9,861.42
Pittsboro.....	47,600.00		47,600.00	3,882.95	7,570.37	40,029.63
Reaford.....	119,900.00		119,900.00	118,699.41	6,190.62	113,709.38
Ramseur.....	49,300.00		49,300.00	2,900.00	3,346.95	45,953.05
Randleman.....	87,500.00		87,500.00	20,212.87	20,212.87	67,287.13

SCHEDULE R-5 Continued

	Funds Authorized By Act	Participation by Others	Total Funds to be Available	Allocations to Work Orders	Expenditures	Unexpended Balance Funds Authorized
DIVISION 08 (Cont'd.):						
Robbins.....	\$ 50,700.00	\$ -0-	\$ 50,700.00	\$ 3,672.98	\$ 22,623.22	\$ 28,076.78
Rockingham.....	216,200.00		216,200.00	1,221.21	9,161.98	207,038.02
Sanford.....	480,500.00		480,500.00	152,584.91	149,736.38	330,763.62
Seagrove.....	12,700.00		12,700.00	12,700.00	12,700.00	
Siler City.....	174,700.00		174,700.00	174,342.00	174,342.00	357.10
Southern Pines.....	203,800.00		203,800.00	72,779.31	92,770.21	111,029.79
Stanley.....	10,200.00		10,200.00	10,200.00	10,200.00	
Star.....	29,200.00		29,200.00	2,747.48	2,747.48	26,452.52
Troy.....	92,000.00		92,000.00	53,383.29	37,411.44	54,588.56
Vass.....	30,100.00		30,100.00	300.00		30,100.00
Wagram.....	22,000.00		22,000.00	21,290.05	12,320.98	9,679.02
TOTAL DIVISION 08.....	\$ 2,956,000.00	\$ -0-	\$ 2,956,000.00	\$ 1,477,560.64	\$ 1,455,757.62	\$ 1,500,242.38
DIVISION 09:						
China Grove.....	\$ 58,800.00	\$ -0-	\$ 58,800.00	\$ 24,648.71	\$ 25,695.71	\$ 33,104.29
Cleveland.....	23,300.00		23,300.00	5,300.00	4,015.51	19,284.49
Denton.....	33,400.00		33,400.00	27,346.13	27,346.13	6,053.87
East Spencer.....	85,100.00		85,100.00	84,434.41	84,434.41	665.59
Faith.....	19,400.00		19,400.00	1,550.00		19,400.00
Granite Quarry.....	41,500.00		41,500.00	41,500.00	8,596.86	32,903.14
Kernersville.....	115,400.00		115,400.00	11,000.00	8,693.44	106,706.56
Landis.....	69,100.00		69,100.00	69,100.00	73,954.80	4,854.80*
Lexington.....	631,100.00		631,100.00	47,000.00	53,704.82	577,395.18
Mocksville.....	93,300.00		93,300.00	4,300.00	3,452.00	89,848.00
Rockwell.....	37,200.00		37,200.00	37,200.00	37,200.00	
Salisbury.....	835,200.00		835,200.00	233,436.72	193,635.66	641,564.34
Spencer.....	113,900.00		113,900.00	108,664.01	108,664.01	5,235.99
Thomasville.....	595,700.00		595,700.00	195,010.96	244,788.18	350,911.82

Walnut Cove.....	50,500.00		50,500.00	25,695.51	25,695.51	24,804.49
Winston-Salem.....	4,358,200.00		4,358,200.00	3,984,374.25	3,561,782.22	796,417.78
Danbury.....	6,900.00		6,900.00		5,984.71	915.29
TOTAL DIVISION 09.....	\$ 7,165,000.00	\$ -0-	\$ 7,165,000.00	\$ 4,910,560.70	\$ 4,467,613.97	\$ 2,700,356.03
DIVISION 10:						
Albemarle.....	\$ 480,800.00		480,800.00	480,800.00	480,929.53	\$ 129.53*
Ansonville.....	21,900.00		21,900.00	21,287.95	21,287.95	612.05
Charlotte.....	7,904,400.00	2,000.00	7,906,400.00	7,231,882.88	6,924,289.54	972,140.46
Concord.....	698,000.00		698,000.00	55,250.00	52,083.65	645,916.35
Cornelius.....	56,600.00		56,600.00	500.00	1.00	56,599.00
Davidson.....	100,900.00		100,900.00			100,900.00
Huntersville.....	39,400.00		39,400.00	39,400.00	48,830.73	9,430.73*
Indian Trail.....	14,300.00		14,300.00		13,786.14	513.86
Lilesville.....	24,900.00		24,900.00			24,900.00
McFarlan.....	6,300.00		6,300.00			6,300.00
Marshville.....	53,300.00		53,300.00	53,284.00	32,232.65	21,067.35
Matthews.....	23,900.00		23,900.00			23,900.00
Monroe.....	426,700.00		426,700.00	212,100.00	218,493.51	208,206.49
Morven.....	20,300.00		20,300.00		19,543.28	756.72
Mount Pleasant.....	40,800.00		40,800.00		24,363.00	16,437.00
New London.....	8,700.00		8,700.00	5,039.48	5,039.48	3,660.52
Norwood.....	72,300.00		72,300.00	59,511.54	59,511.54	12,788.46
Oakboro.....	22,800.00		22,800.00	19,884.31	19,884.31	2,915.69
Peachland.....	22,100.00		22,100.00		32.72	22,067.28
Pineville.....	59,400.00		59,400.00	59,400.00	66,701.40	7,301.40*
Polkton.....	20,800.00		20,800.00	20,800.00	20,800.00	20,800.00
Richfield.....	11,500.00		11,500.00	6,239.38	6,239.38	5,260.62
Wadesboro.....	146,800.00		146,800.00			146,800.00
Waxhaw.....	28,600.00		28,600.00	26,358.30	26,358.30	2,241.70
Wingate.....	51,100.00		51,100.00	31,000.00	8,851.13	42,248.87
Stanfield.....	18,500.00		18,500.00	17,205.88	17,205.88	1,294.12
TOTAL DIVISION 10.....	\$ 10,375,100.00	\$ 2,000.00	\$ 10,377,100.00	\$ 8,362,043.72	\$ 8,055,635.12	\$ 2,321,464.88
DIVISION 11:						
Arlington.....	\$ 23,100.00	\$ -0-	\$ 23,100.00	\$ 20,700.00	\$ 783.53	\$ 22,316.47
Banner Elk.....	22,100.00		22,100.00		20,370.39	1,729.61

SCHEDULE R-5 Continued

	Funds Authorized By Act	Participation by Others	Total Funds to be Available	Allocations to Work Orders	Expenditures	Unexpended Balance Funds Authorized
DIVISION 11 (Cont'd.):						
Blowing Rock.....	\$ 27,900.00	\$ -0-	\$ 27,900.00	\$ 27,900.00	\$ 25,221.89	\$ 2,678.11
Boone.....	144,500.00		144,500.00	144,500.00	144,504.28	4.28*
Boonville.....	21,100.00		21,100.00		17,482.10	3,617.90
Crossnore.....	10,900.00		10,900.00		10,900.00	
Dobson.....	26,800.00		26,800.00	26,800.00	30,243.50	3,443.50*
East Bend.....	17,500.00		17,500.00	14,500.00	4,488.24	13,011.76
Elkin.....	112,500.00		112,500.00	112,500.00	113,411.61	911.61*
Elk Park.....	18,000.00		18,000.00		17,164.43	835.57
Granite Falls.....	103,700.00		103,700.00	103,700.00	25,202.51	78,497.49
Hudson.....	60,200.00		60,200.00	60,200.00	52,000.91	8,199.09
Jefferson.....	31,900.00		31,900.00	29,514.55	29,514.55	2,385.45
Jonesville.....	74,300.00		74,300.00	74,300.00	22,442.77	51,857.23
Lenoir.....	402,200.00		402,200.00	402,200.00	372,447.30	29,752.70
Mount Airy.....	276,700.00		276,700.00	206,700.00	196,307.04	80,392.96
Newland.....	22,100.00		22,100.00		22,002.54	97.46
North Wilkesboro.....	164,600.00		164,600.00	164,000.00	150,322.70	14,277.30
Pilot Mountain.....	51,400.00		51,400.00	51,400.00	52,328.34	928.34*
Ronda.....	20,000.00		20,000.00		17,733.50	2,266.50
Starta.....	41,100.00		41,100.00	41,006.35	5,447.45	35,652.55
West Jefferson.....	39,200.00		39,200.00	4,020.34	28,840.77	10,359.23
Wilkesboro.....	61,500.00		61,500.00	61,500.00	63,027.20	1,527.20*
Yadkinville.....	64,500.00		64,500.00	64,500.00	23,950.61	40,549.39
Lansing.....	10,900.00		10,900.00		10,900.00	
TOTAL DIVISION 11.....	\$ 1,848,700.00	\$ -0-	\$ 1,848,700.00	\$ 1,609,941.24	\$ 1,457,038.16	\$ 391,661.84
DIVISION 12:						
Belmont.....	\$ 196,400.00	\$ -0-	\$ 196,400.00	\$ 196,400.00	\$ 60,241.82	\$ 136,158.18
Bessemer City.....	157,500.00		157,500.00	157,500.00	172,301.53	14,801.53*
Boiling Springs.....	51,400.00		51,400.00		9,105.91	42,294.09

Brookford.....	23,400.00	23,400.00	18,071.54	5,328.46
Catawba.....	19,800.00	19,800.00	13,073.31	6,726.69
Cherryville.....	141,500.00	141,500.00	69,993.16	71,506.84
Claremont.....	28,600.00	28,600.00	42,775.16	14,175.16*
Conover.....	89,500.00	89,500.00	68,434.38	21,065.62
Dallas.....	128,200.00	128,200.00	13,329.86	114,870.14
Gastonia.....	1,461,800.00	1,461,800.00	759,562.41	702,237.59
Grover.....	21,100.00	21,100.00	8,102.57	12,997.43
Harmony.....	12,600.00	12,600.00	7,098.82	5,501.18
Hickory.....	788,000.00	788,000.00	14,170.17	743,829.83
Kings Mountain.....	314,000.00	314,000.00	116,264.71	197,735.29
Lattimore.....	10,100.00	10,100.00	14,519.50	4,419.50*
Lawndale.....	28,400.00	28,400.00	28,400.00	
Lincolnton.....	223,500.00	223,500.00	53,123.43	
Lonsview.....	117,500.00	117,500.00		
Lowell.....	109,200.00	109,200.00		
McAdenville.....	29,300.00	29,300.00	7,909.78	170,286.57
Maiden.....	80,000.00	80,000.00	4,666.90	117,500.00
Mooreville.....	271,300.00	271,300.00	24,633.10	101,230.22
Mount Holly.....	188,300.00	188,300.00	5,777.51	24,633.10
Newton.....	261,100.00	261,100.00	74,222.49	74,222.49
Shelby.....	694,000.00	694,000.00	3,411.39	267,888.61
Standy.....	77,600.00	77,600.00	57,847.16	100,452.84
Statesville.....	778,200.00	778,200.00	182,250.51	78,849.49
Taylorsville.....	57,600.00	57,600.00	199,630.21	494,369.79
Troutman.....	25,400.00	25,400.00	73,015.51	73,015.51
Waco.....	10,000.00	10,000.00	103,207.81	674,992.19
Love Valley.....	3,000.00	3,000.00	6,082.06	51,517.94
			10,000.00	25,400.00
			1,547.00	1,453.00
TOTAL DIVISION 12.....	\$ 6,338,500.00	\$ 6,338,300.00	\$ 2,055,633.10	\$ 4,282,666.90
DIVISION 13:				
Alexander Mills.....	\$ 37,100.00	\$ 37,100.00	\$ -0-	\$ 37,100.00
Asheville.....	2,360,400.00	2,360,400.00	1,043,500.00	1,494,044.41
Bakersville.....	15,400.00	15,400.00	15,400.00	5,978.89
Bitmore Forest.....	39,400.00	39,400.00	1,400.00	9,421.11
Black Mountain.....	51,500.00	51,500.00	12,500.00	38,962.31
Bostic.....	10,700.00	10,700.00	10,511.00	40,980.00
Burnsville.....	54,400.00	54,400.00	2,700.00	10,700.00
			32,800.00	24,381.56

SCHEDULE R-5 Continued

	Funds Authorized By Act	Participation by Others	Total Funds to be Available	Allocations to Work Orders	Expenditures	Unexpended Balance Funds Authorized
Division 13 (Cont'd.):						
Drexel.....	\$ 44,900.00	\$ -0-	\$ 44,900.00	\$ -0-	\$ -0-	\$ 44,900.00
Ellenboro.....	19,300.00		19,300.00	13,300.00	12,983.40	6,316.60
Forest City.....	257,100.00		257,100.00	12,500.00	7,123.71	249,976.29
Glen Alpine.....	28,800.00		28,800.00			28,800.00
Hot Springs.....	28,400.00		28,400.00	28,400.00	22,716.54	5,683.46
Lake Lure.....	9,100.00		9,100.00	9,100.00	18,343.60	9,243.60*
Marion.....	131,200.00		131,200.00	36,200.00	32,261.45	98,938.55
Marshall.....	36,300.00		36,300.00			36,300.00
Mars Hill.....	61,700.00		61,700.00	700.00		61,700.00
Morganton.....	360,200.00		360,200.00	15,000.00	13,250.54	346,949.46
Old Fort.....	30,900.00		30,900.00	3,900.00	3,999.91	26,900.09
Ruth.....	20,700.00		20,700.00			20,700.00
Rutherfordton.....	133,000.00		133,000.00			125,133.73
Spindale.....	160,100.00		160,100.00	13,000.00	7,866.27	151,316.46
Spruce Pine.....	98,200.00		98,200.00	10,500.00	8,783.54	36,625.66
Valdese.....	115,300.00		115,300.00	68,000.00	61,574.34	108,962.75
Weaverly.....	40,800.00		40,800.00	15,300.00	6,337.25	31,830.20
Rhodhiss.....	32,800.00		32,800.00	11,000.00	8,969.80	32,800.00
TOTAL Division 13.....	\$ 4,177,700.00	\$ -0-	\$ 4,177,700.00	\$ 1,346,050.00	\$ 1,120,954.18	\$ 3,056,745.82
Division 14:						
Andrews.....	\$ 55,100.00	\$ -0-	\$ 55,100.00	\$ 16,632.55	\$ 16,632.55	\$ 38,467.45
Brevard.....	190,500.00	10,000.00	200,500.00	178,196.64	219,691.91	19,191.91*
Bryson City.....	42,500.00		42,500.00	22,754.33	22,754.33	19,745.67
Canton.....	198,700.00		198,700.00	165,000.00	128,053.82	70,646.18
Clyde.....	26,700.00		26,700.00	26,700.00	26,700.00	
Columbus.....	28,400.00		28,400.00	21,700.00	19,294.55	9,105.45

Dillsboro.....	5,500.00	5,500.00	5,388.35	5,388.35	111.65
Franklin.....	85,200.00	85,200.00	1,000.00	46,516.80	38,683.20
Hayesville.....	16,800.00	16,800.00	6,652.68	6,652.68	10,147.32
Hazelwood.....	75,500.00	75,500.00	75,500.00	75,500.44	44*
Hendersonville.....	231,800.00	231,800.00	35,000.00	29,794.06	202,005.94
Highlands.....	23,400.00	23,400.00	3,123.45	20,594.86	2,805.14
Laurel Park.....	16,500.00	16,500.00	500.00	16,500.00	16,500.00
Murphy.....	87,600.00	87,600.00	7,600.00	5,066.03	82,533.97
Robbinsville.....	23,000.00	23,000.00	4,000.00	3,598.08	19,401.92
Rosman.....	16,400.00	16,400.00		16,400.00	
Saluda.....	22,400.00	22,400.00	7,000.00	10,699.84	11,700.16
Sylva.....	61,300.00	61,300.00	59,567.33	59,567.33	1,732.67
Tryon.....	87,200.00	87,200.00	29,583.36	29,425.83	58,774.17
Waynesville.....	241,500.00	241,500.00	245,613.76	172,887.12	72,726.64
TOTAL DIVISION 14.....	\$ 1,536,000.00	\$ 1,536,000.00	\$ 1,550,113.76	\$ 911,512.45	\$ 635,865.18
TOTAL (EXHIBIT "B").....	\$ 75,000,000.00	\$ 75,000,000.00	\$ 75,064,246.08	\$ 43,376,870.91	\$ 35,265,306.39

NOTE: The * amounts shown in the unexpended balance of funds authorized will be transferred to a "Companion Work Order". See Commentary on Bond Fund.

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES As of July 1, 1968

City or Town	County	Div.	Pop. 1960 Census	Population Increment	Certif. Non- System Miles	Mileage Increment	Total Allocation
Aberdeen	Moore	8	1,531	\$ 4,141.94	9.77	\$ 5,290.52	\$ 9,432.46
Abokkie	Herford	1	4,583	12,398.76	24.64	13,342.73	25,741.49
Albemarle	Stanly	10	12,261	33,170.68	72.45	39,232.17	72,402.85
Alexander Mills	Rutherford	13	947	2,562.00	4.59	2,485.52	5,047.52
Andrews	Cherokee	14	1,404	3,798.36	10.86	5,880.76	9,679.12
Angier	Harnett	6	1,249	3,379.02	9.45	5,117.24	8,496.26
Ansonville	Anson	10	558	1,509.60	7.83	4,240.00	5,749.60
Apex	Wake	5	1,368	3,700.96	14.06	7,613.59	11,314.55
Arlington	Yadkin	11	590	1,596.18	6.00	3,249.04	4,845.22
Asheboro	Randolph	8	9,449	25,563.14	51.41	27,838.87	53,402.01
Asheville	Buncombe	13	60,192	162,842.28	331.28	179,390.39	342,232.67
Askewville	Bertie	1	195	527.55	1.21	655.22	1,182.77
Atkinson	Pender	3	302	817.03	3.79	2,052.31	2,869.34
Atlantic Beach	Currier	2	76	205.61	8.13	4,402.45	4,608.06
Aulander	Bertie	1	1,083	2,929.93	5.24	2,837.80	5,767.43
Aurora	Beaufort	2	449	1,214.72	6.96	3,768.89	4,983.61
Aurysville	Sampson	3	192	519.43	3.44	1,862.78	2,382.21
Ayden	Pitt	2	3,108	8,408.32	18.72	10,137.01	18,545.33
Bailey	Nash	4	795	2,150.78	4.58	2,480.10	4,630.88
Bakersville	Mitchell	13	393	1,063.21	2.75	1,489.14	2,552.35
Banner Elk	Avery	11	564	1,525.83	4.18	2,263.50	3,789.33
Bath	Beaufort	2	346	936.06	1.70	920.56	1,856.62
Battleboro	Nash	4	364	984.76	2.41	1,305.03	2,289.79
Bayboro	Pamlico	2	545	1,474.43	3.62	1,960.26	3,434.69
Beat Grass	Martin	1	103	278.65	0.55	297.83	576.48

Beaufort.....	2	2,922	7,905.12	12.78	6,920.46	14,825.58
Belhaven.....	2	2,386	6,455.04	15.13	8,193.00	14,648.04
Belmont.....	12	5,007	13,545.84	19.19	10,391.52	23,937.36
Benson.....	4	2,355	6,371.17	14.75	7,987.23	14,358.40
Bessemer City.....	12	4,017	10,867.52	31.40	17,003.32	27,870.84
Bethel.....	2	1,578	4,269.09	8.14	4,407.87	8,676.96
Beulaville.....	3	1,062	2,873.11	9.49	5,138.90	8,012.01
Biltmore Forest.....	13	1,004	2,716.20	16.99	9,200.20	11,916.40
Biscoe.....	8	1,053	2,848.77	7.46	4,039.64	6,888.41
Black Creek.....	4	310	838.67	2.01	1,088.43	1,927.10
Black Mountain.....	13	1,313	3,552.17	10.80	5,848.27	9,400.44
Bladenboro.....	6	774	2,093.96	4.94	2,675.04	4,769.00
Blowing Rock.....	11	711	1,923.53	18.71	10,131.59	12,055.12
Boiling Spring Lakes.....	3	-0-	-0-	58.03	31,423.64	31,423.64
Boiling Springs.....	12	1,311	3,546.75	7.54	4,082.96	7,629.71
Bolivia.....	3	201	543.78	0.94	509.02	1,052.80
Bolton.....	6	617	1,669.22	5.75	3,113.66	4,782.88
Boone.....	11	3,686	9,972.03	31.59	17,106.20	27,078.23
Boonville.....	11	539	1,458.20	5.16	2,794.18	4,252.38
Bostic.....	13	274	741.27	3.04	1,646.18	2,387.45
Brevard.....	14	4,857	13,140.04	15.19	8,225.49	21,365.53
Bridgeton.....	2	638	1,726.03	3.18	1,721.99	3,448.02
Broadway.....	8	466	1,260.71	5.12	2,772.51	4,033.22
Brookford.....	12	566	1,612.41	3.65	1,976.50	3,588.91
Brunswick.....	6	169	457.21	0.75	406.13	863.34
Bryson City.....	14	1,084	2,932.63	8.30	4,494.51	7,427.14
Bunn.....	5	332	898.19	1.96	1,061.35	1,959.54
Burgaw.....	3	1,780	4,734.42	12.48	6,758.01	11,492.43
Burlington.....	7	33,199	89,845.94	149.38	80,890.29	170,706.23
Burnsville.....	13	1,388	3,755.07	10.15	5,496.30	9,251.37
Carteret.....	2	2,922	7,905.12	12.78	6,920.46	14,825.58
Beaufort.....	2	2,386	6,455.04	15.13	8,193.00	14,648.04
Gaston.....	12	5,007	13,545.84	19.19	10,391.52	23,937.36
Johnston.....	4	2,355	6,371.17	14.75	7,987.23	14,358.40
Gaston.....	12	4,017	10,867.52	31.40	17,003.32	27,870.84
Pitt.....	2	1,578	4,269.09	8.14	4,407.87	8,676.96
Duplin.....	3	1,062	2,873.11	9.49	5,138.90	8,012.01
Buncombe.....	13	1,004	2,716.20	16.99	9,200.20	11,916.40
Montgomery.....	8	1,053	2,848.77	7.46	4,039.64	6,888.41
Wilson.....	4	310	838.67	2.01	1,088.43	1,927.10
Buncombe.....	13	1,313	3,552.17	10.80	5,848.27	9,400.44
Bladen.....	6	774	2,093.96	4.94	2,675.04	4,769.00
Watauga.....	11	711	1,923.53	18.71	10,131.59	12,055.12
Brunswick.....	3	-0-	-0-	58.03	31,423.64	31,423.64
Cleveland.....	12	1,311	3,546.75	7.54	4,082.96	7,629.71
Brunswick.....	3	201	543.78	0.94	509.02	1,052.80
Columbus.....	6	617	1,669.22	5.75	3,113.66	4,782.88
Watauga.....	11	3,686	9,972.03	31.59	17,106.20	27,078.23
Yadkin.....	11	539	1,458.20	5.16	2,794.18	4,252.38
Rutherford.....	13	274	741.27	3.04	1,646.18	2,387.45
Transylvania.....	14	4,857	13,140.04	15.19	8,225.49	21,365.53
Craven.....	2	638	1,726.03	3.18	1,721.99	3,448.02
Isee.....	8	466	1,260.71	5.12	2,772.51	4,033.22
Catawba.....	12	566	1,612.41	3.65	1,976.50	3,588.91
Columbus.....	6	169	457.21	0.75	406.13	863.34
Swain.....	14	1,084	2,932.63	8.30	4,494.51	7,427.14
Franklin.....	5	332	898.19	1.96	1,061.35	1,959.54
Pender.....	3	1,780	4,734.42	12.48	6,758.01	11,492.43
Alamance.....	7	33,199	89,845.94	149.38	80,890.29	170,706.23
Yancey.....	13	1,388	3,755.07	10.15	5,496.30	9,251.37

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES—Continued

City or Town	County	Div.	Pop. 1960 Census	Population Increment	Certif. Non- System Miles	Mileage Increment	Total Allocation
Calypso.....	Duplin.....	3	633	\$ 1,712.51	5.47	\$ 2,902.04	\$ 4,674.55
Cameron.....	Moore.....	8	298	806.20	2.29	1,240.05	2,046.25
Candor.....	Montgomery.....	8	593	1,604.29	4.98	2,696.70	4,300.99
Canton.....	Haywood.....	14	5,068	13,710.87	23.76	12,866.20	26,577.07
Cape Carterett.....	Carteret.....	2	73	197.49	19.54	10,581.04	10,778.53
Carolina Beach.....	New Hanover.....	3	1,192	3,224.81	20.94	11,339.15	14,563.96
Carboro.....	Orange.....	7	1,997	5,402.65	14.47	7,835.60	13,238.25
Carthage.....	Moore.....	8	1,190	3,219.40	7.48	4,050.47	7,269.87
Cary.....	Wake.....	5	3,356	9,079.26	29.60	16,028.60	25,107.86
Castalia.....	Nash.....	4	267	722.34	1.06	574.00	1,296.34
Catawba.....	Catawba.....	12	504	1,363.51	3.68	1,992.75	3,356.26
Chadbourn.....	Columbus.....	6	2,323	6,284.60	13.99	7,575.68	13,860.28
Chapel Hill.....	Orange.....	7	12,573	34,014.75	55.77	30,199.84	64,214.59
Charlotte.....	Mecklenburg.....	10	201,564	545,307.38	734.84	397,920.90	943,228.28
Cherryville.....	Gaston.....	12	3,607	9,758.31	32.31	17,496.09	27,254.40
China Grove.....	Rowan.....	9	1,500	4,058.07	8.74	4,732.77	8,790.84
Choconity.....	Beaufort.....	2	580	1,569.12	1.51	817.68	2,386.80
Claremont.....	Catawba.....	12	728	1,969.52	4.81	2,604.65	4,574.17
Clarkton.....	Bladen.....	6	662	1,790.96	8.38	4,537.83	6,328.79
Clayton.....	Johnston.....	4	3,302	8,933.17	16.34	8,848.22	17,781.39
Cleveland.....	Rowan.....	9	594	1,607.00	3.57	1,933.18	3,540.18
Clinton.....	Sampson.....	3	7,461	20,184.85	35.29	19,109.78	39,294.63
Clyde.....	Haywood.....	14	680	1,839.66	4.08	2,209.35	4,049.01
Coats.....	Harnett.....	6	1,049	2,837.94	8.32	4,505.34	7,343.28
Colerain.....	Bertie.....	1	340	919.83	0.67	362.81	1,282.64

Columbia.....	1	1,099	2,973.21	4.07	2,203.93	5,177.14
Columbus.....	14	725	1,961.40	6.26	3,389.83	5,351.23
Concord.....	10	17,799	48,153.07	73.72	39,919.89	88,072.96
Conetoe.....	4	147	397.69	2.02	1,093.84	1,491.53
Conover.....	12	2,281	6,170.97	20.49	11,065.48	17,266.45
Conway.....	1	662	1,790.96	3.13	1,694.92	3,485.88
Cornelius.....	10	1,444	3,906.57	9.08	4,916.88	8,823.45
Cove City.....	2	551	1,490.67	2.31	1,250.88	2,741.55
Cramerton.....	12	3,400*	9,198.30	6.71	3,683.51	12,831.81
Creedmoor.....	5	862	2,331.04	6.98	3,779.72	6,111.76
Cresswell.....	1	402	1,087.56	1.51	817.67	1,905.23
Crossnore.....	11	277	749.39	1.89	1,023.45	1,772.84
Dallas.....	12	3,270	8,846.60	18.11	9,806.69	18,653.29
Danbury.....	9	175	473.44	2.64	1,429.58	1,903.02
Davidson.....	10	2,573	6,960.95	11.28	6,108.20	13,069.15
Denton.....	9	852	2,304.98	8.26	4,472.85	6,777.83
Dillsboro.....	14	140	378.75	2.41	1,305.03	1,683.78
Dobson.....	11	684	1,850.48	6.38	3,454.81	5,305.29
Dover.....	2	651	1,761.20	2.21	1,196.73	2,957.93
Drexel.....	12	1,146	3,100.37	9.46	5,122.65	8,223.02
Dublin.....	6	366	990.17	3.08	1,607.84	2,658.01
Dunn.....	6	7,566	20,468.91	42.32	22,916.57	43,385.48
Durham.....	5	78,302	211,836.73	303.63	164,417.73	376,254.46
East Bend.....	11	446	1,206.60	4.34	2,350.14	3,556.74
East Laurinburg.....	8	695	1,880.24	2.67	1,445.82	3,326.06
East Spencer.....	9	2,171	5,873.38	12.56	6,801.33	12,674.71
Eden.....	7	16,750*	45,315.13	86.74	46,970.30	92,285.43
Edenton.....	1	4,458	12,090.59	16.25	8,799.49	20,890.08
Elizabeth City.....	1	14,062	38,043.07	45.04	24,389.47	62,432.54
Elizabethtown.....	6	1,625	4,396.24	9.34	5,057.67	9,453.91

*Unincorporated at time of 1960 Federal Decennial Census, population estimated as provided by Chapter 160-4.1.

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES—Continued

City or Town	County	Div.	Pop. 1960 Census	Population Increment	Certif. Non- System Miles	Mileage Increment	Total Allocation
Elkin.....	Surry	11	2,868	\$ 7,759.03	19.18	\$ 10,386.10	\$ 18,145.13
Elk Park.....	Avery	11	460	1,244.48	4.15	2,247.25	3,491.73
Ellenboro.....	Rutherford	13	492	1,331.05	4.20	2,274.33	3,605.38
Ellerbe.....	Richmond	8	843	2,280.64	8.17	4,424.11	6,704.75
Elm City.....	Wilson	4	729	1,972.22	5.64	3,051.10	5,026.32
Elon College.....	Alamance	7	1,284	3,473.71	5.89	3,189.48	6,663.19
Emerald Isle.....	Carteret	2	14	37.88	11.63	6,297.73	6,335.61
Enfield.....	Hallfax	4	2,978	8,056.62	17.02	9,216.45	17,273.07
Erwin.....	Harnett	6	3,650*	9,874.64	14.12	7,646.08	17,520.72
Eureka.....	Wayne	4	246	665.52	1.35	731.03	1,396.55
Everetts.....	Martin	1	225	608.71	1.20	649.81	1,258.52
Fair Bluff.....	Columbus	6	1,030	2,786.54	12.41	6,720.10	9,506.64
Fairmont.....	Robeson	6	2,286	6,184.50	15.49	8,387.94	14,572.44
Faison.....	Duplin	3	666	1,801.78	6.87	3,720.15	5,521.93
Faith.....	Rowan	9	494	1,336.46	4.90	2,653.38	3,989.84
Falcon.....	Cumberland	6	235	635.76	2.34	1,267.13	1,902.89
Falkland.....	Pitt	2	140	378.75	0.05	378.75	405.83
Farmville.....	Pitt	2	3,997	10,813.41	22.05	11,940.23	22,753.64
Fayetteville.....	Cumberland	6	47,106	127,439.67	204.23	110,591.94	238,031.61
Forest City.....	Rutherford	13	6,556	17,736.48	35.93	19,456.34	37,192.82
Fountain.....	Pitt	2	496	1,341.87	3.26	1,765.31	3,107.18
Four Oaks.....	Johnston	4	1,010	2,732.43	7.34	3,974.66	6,707.09
Franklin.....	Nacon	14	2,173	5,878.79	17.96	9,725.46	15,604.25
Franklinton.....	Franklin	5	1,513	4,093.24	8.14	4,407.87	8,501.11
Franklinville.....	Randolph	8	686	1,855.89	4.53	2,453.03	4,308.92

Fremont.....	4	1,609	4,352.96	10.35	5,604.60	9,957.56
Fuquay-Varina.....	5	3,389	9,168.54	21.14	11,447.45	20,615.99
Garland.....	3	642	1,736.85	9.75	5,279.69	7,016.54
Garner.....	5	3,451	9,336.27	19.76	10,700.17	20,036.44
Garysburg.....	1	181	489.67	1.63	882.66	1,372.33
Gaston.....	1	1,214	3,284.33	8.83	4,781.51	8,065.84
Gastonia.....	12	37,276	100,845.78	191.53	103,714.81	204,560.59
Gatesville.....	1	460	1,244.48	1.77	958.47	2,202.95
Gibson.....	8	501	1,355.40	4.43	2,398.87	3,754.27
Gibsonville.....	7	1,784	4,826.40	10.78	5,837.44	10,663.84
Glen Alpine.....	13	734	1,985.75	4.20	2,274.33	4,260.08
Goldensboro.....	4	28,873	78,112.46	106.69	57,773.37	135,885.83
Goldston.....	8	374	1,011.81	3.97	2,149.78	3,161.59
Graham.....	7	7,723	20,893.66	36.46	19,743.34	40,637.00
Granite Falls.....	11	2,644	7,153.03	17.11	9,265.18	16,418.21
Granite Quarry.....	9	1,059	2,865.00	6.86	3,714.74	6,579.74
Greensboro.....	7	119,574	323,493.21	527.03	285,390.36	608,883.57
Greenville.....	2	22,860	61,845.01	103.70	56,154.26	117,999.27
Grifton.....	2	1,816	4,912.97	7.01	3,795.96	8,708.93
Grimesland.....	2	362	979.35	2.15	1,164.24	2,143.59
Grover.....	12	538	1,455.49	4.78	2,588.40	4,043.89
Halifax.....	4	370	1,000.99	3.47	1,879.03	2,880.02
Hamilton.....	1	565	1,528.54	3.68	1,992.75	3,521.29
Hamlet.....	8	4,460	12,066.00	29.60	16,028.60	28,064.60
Harmony.....	12	322	871.13	1.80	974.71	1,845.84
Harrellsville.....	1	171	462.62	0.54	292.41	755.03
Hassell.....	1	147	397.69	1.69	915.15	1,312.84
Havelock.....	2	2,433	6,582.19	8.31	4,499.92	11,082.11
Hayesville.....	14	428	1,157.90	3.10	1,678.67	2,836.57
Hazelwood.....	14	1,925	5,207.86	8.21	4,445.77	9,653.63

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES—Continued

City or Town	County	Div.	Pop. 1960 Census	Population Increment	Certif. Non- System Miles	Mileage Increment	Total Allocation
Henderson.....	Vance.....	5	12,740	\$ 34,466.55	62.44	\$ 33,811.69	\$ 68,278.24
Hendersonville.....	Henderson.....	14	5,911	15,991.51	40.17	21,752.33	37,743.84
Hertford.....	Perquimans.....	1	2,068	5,594.73	7.87	4,261.66	9,856.39
Hickory.....	Catawba.....	12	19,328	52,289.60	106.94	57,908.74	110,198.34
Highlands.....	Macon.....	14	597	1,615.11	13.06	7,072.08	8,687.19
High Point.....	Guilford.....	7-	62,063	167,904.05	244.10	132,181.82	300,085.87
Hillsborough.....	Orange.....	7	1,349	3,649.56	8.99	4,868.15	8,517.71
Hobgood.....	Halifax.....	4	630	1,704.39	4.21	2,279.74	3,984.13
Hoffman.....	Richmond.....	8	344	930.65	13.11	7,099.16	8,029.81
Holly Ridge.....	Onslow.....	3	731	1,977.63	4.31	2,333.90	4,311.53
Holly Springs.....	Wake.....	5	558	1,509.60	3.73	2,019.82	3,529.42
Hookerton.....	Greene.....	2	358	968.53	2.19	1,185.90	2,154.43
Hope Mills.....	Cumberland.....	6	1,109	3,000.27	12.82	6,942.12	9,942.39
Hot Springs.....	Madison.....	13	723	1,955.99	7.54	4,082.96	6,038.95
Hudson.....	Caldwell.....	11	1,536	4,155.46	13.22	7,158.72	11,314.18
Huntersville.....	Mecklenburg.....	10	1,004	2,716.20	9.74	5,274.28	7,990.48
Indian Trail.....	Union.....	10	364	984.76	1.30	703.96	1,688.72
Jackson.....	Northampton.....	1	765	2,069.62	3.87	2,095.63	4,165.25
Jacksonville.....	Onslow.....	3	13,491	36,498.29	53.02	28,710.69	65,208.98
Jamestown.....	Guilford.....	7	1,247	3,373.61	5.14	2,783.35	6,156.96
Jamesville.....	Martin.....	1	538	1,455.49	3.06	1,657.01	3,112.50
Jefferson.....	Ashe.....	11	814	2,202.18	9.70	5,252.62	7,454.80
Jonesville.....	Yadkin.....	11	1,895	5,126.70	9.93	5,377.16	10,503.86
Kelford.....	Bertie.....	1	362	979.35	2.71	1,467.48	2,446.83
Kenansville.....	Duplin.....	3	724	1,958.69	5.63	3,048.68	5,007.37

Kenly.....	4	1,147	3,103.07	6.91	3,741.81	6,844.88
Kornersville.....	9	2,942	0,959.23	15.89	8,004.54	16,563.77
Kill Devil Hills.....	1	268	725.04	20.71	11,214.61	11,939.65
Kings Mountain.....	12	8,068	21,664.69	43.92	23,782.98	45,447.67
Kinston.....	2	24,819	67,144.85	81.10	43,916.21	111,061.06
Kittrell.....	5	121	327.35	1.55	839.34	1,166.69
Knightdale.....	5	622	1,682.75	4.38	2,371.80	4,054.55
Kure Beach.....	3	293	792.68	7.19	3,893.43	4,686.11
La Grange.....	2	2,133	5,770.58	10.58	5,729.14	11,499.72
Lake Lure.....	13	233	630.35	19.58	10,602.71	11,233.06
Lake Waccamaw.....	6	780	2,110.20	6.22	3,368.17	5,478.37
Landis.....	9	1,763	4,769.59	13.08	7,082.91	11,862.50
Lausng.....	11	278	752.10	1.34	725.62	1,477.72
Lasker.....	1	119	321.94	1.06	574.00	895.94
Lattimore.....	12	257	695.28	1.96	1,061.35	1,756.63
Laurel Park.....	14	421	1,138.96	32.65	17,080.20	18,819.16
Laurinburg.....	8	8,242	22,297.75	34.54	18,703.65	41,001.40
Lavndale.....	12	723	1,955.99	4.91	2,658.80	4,611.79
Lenoir.....	11	10,257	27,749.09	42.22	22,862.42	50,611.51
Lewiston.....	1	360	973.94	1.72	931.39	1,905.33
Lexington.....	9	16,093	43,537.69	87.33	47,289.79	90,827.48
Liberty.....	8	1,438	3,890.34	15.33	8,301.30	12,191.64
Lilesville.....	10	635	1,717.92	4.17	2,258.08	3,976.00
Lillington.....	6	1,242	3,360.08	12.83	6,947.53	10,307.61
Lincolnton.....	12	5,699	15,417.96	30.12	16,310.19	31,728.15
Linden.....	6	157	424.74	1.16	628.15	1,052.89
Littleton.....	5	1,024	2,770.31	5.96	3,227.38	5,997.69
Long Beach.....	3	102	275.95	78.65	42,589.51	42,865.46
Long View.....	12	2,997	8,108.03	19.22	10,407.76	18,515.79
Louisburg.....	5	2,862	7,742.80	12.24	6,628.04	14,370.84
Franklin.....						

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES—Continued

City or Town	County	Div.	Pop. 1960 Census	Population Increment	Certif. Non- System Miles	Mileage Increment	Total Allocation
Love Valley.....	Iredell.....	12	78*	\$ 211.02	1.20	\$ 649.81	\$ 860.83
Lowell.....	Gaston.....	12	2,784	7,531.78	14.04	7,602.76	15,134.54
Lucama.....	Wilson.....	4	498	1,347.28	2.31	1,250.88	2,598.16
Lumber Bridge.....	Robeson.....	6	100	270.54	1.57	850.17	1,120.71
Lumberton.....	Robeson.....	6	15,305	41,405.85	76.05	41,181.60	82,587.45
Macelsfield.....	Edgecombe.....	4	473	1,279.65	2.85	1,543.29	2,822.94
Macon.....	Warren.....	5	187	505.91	1.22	660.64	1,166.55
Madison.....	Rockingham.....	7	1,912	5,172.69	14.99	8,117.19	13,289.88
Magnolia.....	Duplin.....	3	629	1,701.68	5.17	2,799.59	4,501.27
Maiden.....	Catawba.....	12	2,039	5,516.27	14.24	7,711.06	13,227.33
Manteo.....	Dare.....	1	587	1,588.06	2.79	1,510.80	3,098.86
Marion.....	McDowell.....	13	3,345	9,049.50	13.63	7,380.74	16,430.24
Marshall.....	Madison.....	13	926	2,505.18	6.79	3,628.10	6,133.28
Mars Hill.....	Madison.....	13	1,574	4,258.27	4.99	2,702.12	6,960.39
Marshville.....	Union.....	10	1,360	3,679.32	6.78	3,671.42	7,350.74
Matthews.....	Mecklenburg.....	10	609	1,647.58	2.58	1,397.09	3,044.67
Maxton.....	Robeson.....	6	1,755	4,747.94	11.31	6,124.44	10,872.38
Mayodan.....	Rockingham.....	7	2,366	6,400.93	8.27	4,478.26	10,879.19
Maysville.....	Jones.....	2	892	2,413.20	8.14	4,407.87	6,821.07
McAdenville.....	Gaston.....	12	748	2,023.63	4.17	2,258.08	4,281.71
McDonald.....	Robeson.....	6	79	213.73	0.77	416.96	630.69
McFarlan.....	Anson.....	10	161	435.57	0.95	514.43	950.00
Mebane.....	Alamance.....	7	2,364	6,395.52	13.40	7,256.19	13,651.71
Micro.....	Johnston.....	4	350	946.88	2.62	1,418.75	2,365.63
Middleburg.....	Vance.....	5	170	459.91	1.89	1,023.45	1,483.36

Middlesex.....	Nash.....	4	588	1,590.76	5.21	2,821.25	4,412.01
Milton.....	Caswell.....	7	235	635.76	1.81	980.13	1,615.89
Mocksville.....	Davie.....	9	2,379	6,436.10	16.88	9,140.63	15,576.73
Monroe.....	Union.....	10	10,882	29,439.95	83.42	45,172.50	74,612.45
Montreat.....	Burcombe.....	13	700*	1,893.77	5.47	2,962.04	4,855.81
Mooreville.....	Iredell.....	12	6,918	18,715.82	37.65	20,387.73	39,103.55
Morehead City.....	Carteret.....	2	5,583	15,104.14	20.03	10,846.38	25,950.52
Morganton.....	Burke.....	13	9,186	24,851.63	53.52	28,981.45	53,833.08
Morrisville.....	Wake.....	5	222	600.59	1.45	785.19	1,385.78
Morven.....	Anson.....	10	518	1,401.39	4.02	2,176.86	3,578.25
Mount Airy.....	Surry.....	11	7,055	19,086.46	29.24	15,833.66	34,920.12
Mount Gilead.....	Montgomery.....	8	1,229	3,321.91	8.86	4,797.75	8,122.66
Mount Holly.....	Gaston.....	12	4,037	10,921.62	23.91	12,947.43	23,869.05
Mount Olive.....	Wayne.....	4	4,673	12,612.24	24.43	13,229.01	25,871.25
Mount Pleasant.....	Cabarrus.....	10	1,041	2,816.30	7.18	3,888.02	6,704.32
Murfreesboro.....	Hertford.....	1	2,613	7,150.32	12.79	6,925.87	14,076.19
Murphy.....	Cherokee.....	14	2,235	6,046.53	13.66	7,396.98	13,443.51
Nags Head.....	Dare.....	1	728*	1,969.52	8.00	4,332.06	6,301.58
Nashville.....	Nash.....	4	1,423	3,819.76	8.89	4,814.00	8,663.76
New Bern.....	Craven.....	2	15,717	42,520.47	55.48	30,042.80	72,563.27
Newland.....	Avery.....	11	564	1,525.84	3.68	1,992.75	3,518.59
New London.....	Stanly.....	10	223	603.30	3.21	1,738.24	2,341.54
Newport.....	Carteret.....	2	861	2,329.33	9.25	5,008.94	7,338.27
Newton.....	Catawba.....	12	6,658	18,012.43	48.57	26,300.99	44,313.42
Newton Grove.....	Samson.....	3	477	1,290.47	2.79	1,510.80	2,801.27
Norlina.....	Warren.....	5	927	2,507.89	8.01	4,337.47	6,845.36
North Wilkesboro.....	Wilkes.....	11	4,197	11,354.48	27.29	14,777.72	26,132.20
Norwood.....	Stately.....	10	1,844	4,988.72	9.81	5,312.18	10,300.90
Oakboro.....	Stanly.....	10	581	1,571.83	6.32	3,422.32	4,994.15
Oak City.....	Martin.....	1	574	1,552.89	3.44	1,862.78	3,415.67

*Unincorporated at time of 1960 Federal Decennial Census, population estimated as provided by Chapter 160-4.1.

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES—Continued

City or Town	County	Div.	Pop. 1960 Census	Population Increment	Certif. Non- System Miles	Mileage Increment	Total Allocation
Ocean Isle Beach.....	Brunswick.....	3	5	\$ 13.53	8.68	\$ 4,700.28	\$ 4,713.81
Old Port.....	McDowell.....	13	787	2,129.13	4.46	2,415.12	4,544.25
Oriental.....	Pamlico.....	2	522	1,412.21	5.45	2,951.21	4,363.42
Oxford.....	Granville.....	5	6,978	18,878.15	29.43	15,936.55	34,814.70
Pantego.....	Beaufort.....	2	262	708.81	0.86	465.70	1,174.51
Parkton.....	Robeson.....	6	906	2,451.08	4.78	2,588.40	5,039.48
Parrale.....	Martin.....	1	323	873.84	2.52	1,364.00	2,238.44
Peachland.....	Anson.....	10	563	1,523.13	5.02	2,718.36	4,241.49
Pembroke.....	Robeson.....	6	1,372	3,711.78	10.73	5,810.37	9,522.15
Pikeville.....	Wayne.....	4	525	1,420.32	3.49	1,889.86	3,310.18
Pilot Mountain.....	Surry.....	11	1,310	3,544.05	8.41	4,551.07	8,098.12
Pinebluff.....	Moore.....	8	509	1,377.04	8.17	4,424.11	5,801.15
Pine Level.....	Johnston.....	4	833	2,253.58	4.54	2,458.44	4,712.02
Pinetops.....	Edgecombe.....	4	1,372	3,711.78	9.73	5,268.86	8,980.64
Pineville.....	Mecklenburg.....	10	1,514	4,095.95	5.22	2,826.67	6,922.62
Pink Hill.....	Lenoir.....	2	457	1,236.36	5.35	2,897.06	4,133.42
Pittsboro.....	Chatham.....	8	1,215	3,287.04	8.87	4,803.17	8,090.21
Plymouth.....	Washington.....	1	4,666	12,623.31	19.86	10,754.33	23,377.64
Polkton.....	Anson.....	10	530	1,433.85	8.15	4,413.28	5,847.13
Pollocksville.....	Jones.....	2	416	1,125.44	3.30	1,786.97	2,912.41
Powellville.....	Bertie.....	1	259	700.69	1.29	698.54	1,398.23
Princeton.....	Johnston.....	4	948	2,564.70	4.75	2,572.16	5,136.86
Princetonville.....	Edgecombe.....	4	797	2,156.19	2.71	1,467.48	3,623.67
Proctorville.....	Robeson.....	6	188	508.61	1.52	823.09	1,331.70
Raeford.....	Hoke.....	8	3,058	8,273.05	16.89	9,146.05	17,419.10

Raleigh.....	Wake.....	5	93,931	254,119.13	359.35	194,590.49	448,709.62
Ramseur.....	Randolph.....	8	1,258	3,403.37	8.09	4,380.79	7,784.16
Randleman.....	Randolph.....	8	2,232	6,038.41	14.54	7,873.51	13,911.92
Ranlo.....	Gaston.....	12	2,067*	5,592.02	8.11	4,391.62	9,983.64
Red Springs.....	Robeson.....	6	2,767	7,485.79	15.06	8,155.09	15,640.88
Reidsville.....	Rockingham.....	7	14,267	38,597.67	58.98	31,938.07	70,538.74
Rhodes.....	Caldwell.....	11	837	2,264.40	4.95	2,680.46	4,944.86
Richfield.....	Stanly.....	10	293	792.68	3.17	1,716.58	2,509.26
Richlands.....	Onslow.....	3	1,079	2,919.11	5.93	3,211.14	6,130.25
Rich Square.....	Northampton.....	1	1,134	3,067.90	8.28	4,483.68	7,551.58
Roanoke Rapids.....	Halifax.....	4	13,320	36,035.67	82.94	44,912.58	80,948.25
Robbins.....	Moore.....	8	1,294	3,500.76	8.79	4,759.84	8,290.60
Robbinsville.....	Graham.....	14	587	1,588.06	3.14	1,700.33	3,288.39
Robersonville.....	Martin.....	1	1,684	4,555.86	16.04	8,685.77	13,241.63
Rockingham.....	Richmond.....	8	5,512	14,912.06	28.04	15,183.85	30,095.91
Rockwell.....	Rowan.....	9	948	2,564.70	6.63	3,590.19	6,154.89
Rocky Mount.....	Nash-Edgecombe.....	4	32,147	86,969.88	135.04	73,125.09	160,094.97
Rolesville.....	Wake.....	5	358	968.53	1.67	904.32	1,872.85
Ronda.....	Wilkes.....	11	510	1,379.74	5.82	3,151.57	4,531.31
Roper.....	Washington.....	1	771	2,085.85	4.95	2,680.46	4,766.31
Rosboro.....	Sampson.....	3	1,354	3,663.09	10.61	5,501.71	9,164.80
Rose Hill.....	Duplin.....	3	1,292	3,495.35	11.66	6,313.97	9,809.32
Rosman.....	Transylvania.....	14	419	1,133.55	1.27	687.71	1,821.26
Rowland.....	Robeson.....	6	1,408	3,809.18	13.94	7,548.60	11,357.78
Roxboro.....	Person.....	5	5,147	13,924.59	19.81	10,727.25	24,651.84
Roxobel.....	Bertie.....	1	452	1,222.83	2.32	1,256.30	2,479.13
Ruth.....	Rutherford.....	13	529	1,431.15	1.60	866.41	2,297.56
Rutherfordton.....	Rutherford.....	13	3,392	9,176.65	23.52	12,736.24	21,912.89
Saint Pauls.....	Robeson.....	6	2,249	6,084.40	12.61	6,828.40	12,912.80
Salemburg.....	Sampson.....	3	569	1,539.36	4.88	2,642.55	4,181.91

*Unincorporated at time of 1960 Federal Decennial Census, population estimated as provided by Chapter 160-4.1.

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES—Continued

City or Town	County	Div.	Pop. 1960 Census	Population Increment	Certif. Non- System Miles	Mileage Increment	Total Allocation
Salisbury	Rowan	9	21,297	\$ 57,616.50	95.61	\$ 51,773.47	\$ 109,389.97
Saluda	Polk	14	570	1,542.07	8.28	4,483.68	6,025.75
Sanford	Lee	8	12,253	33,149.03	55.46	30,031.97	63,181.00
Saratoga	Wilson	4	409	1,106.50	1.47	796.02	1,902.52
Scotland Neck	Halifax	4	2,974	8,045.80	15.01	8,128.02	16,173.82
Seaboard	Northampton	1	624	1,688.16	4.06	2,198.52	3,886.68
Seagrove	Randolph	8	323	873.84	2.69	1,456.65	2,330.49
Selma	Johnston	4	3,102	8,392.09	17.26	9,346.41	17,738.50
Seven Springs	Wayne	4	207	560.01	1.38	747.28	1,307.29
Seyern	Northampton	1	310	838.67	2.06	1,115.50	1,954.17
Shallotte	Brunswick	3	480	1,298.58	6.49	3,514.38	4,812.96
Sharpsburg	Nash	4	490	1,325.64	4.76	2,577.57	3,903.21
Shelby	Cleveland	12	17,698	47,879.83	72.25	39,123.87	87,003.70
Siler City	Chatham	8	4,455	12,052.47	29.86	16,169.39	28,221.86
Sims	Wilson	4	205	554.60	1.07	579.41	1,134.01
Smithfield	Johnston	4	6,117	16,548.82	36.91	19,987.02	36,535.84
Snow Hill	Greene	2	1,043	2,821.71	4.57	2,474.69	5,296.40
Southern Pines	Moore	8	5,198	14,062.57	40.03	21,676.52	35,739.09
Southport	Brunswick	3	2,034	5,502.75	15.24	8,252.56	13,755.31
Sparta	Allegany	11	1,047	2,832.53	11.24	6,086.54	8,919.07
Speed	Edgecombe	4	142	384.16	1.01	546.92	931.08
Spencer	Rowan	9	2,904	7,856.43	20.85	11,290.42	19,146.85
Spencer Mountain	Gaston	12	180*	486.97	0.37	200.36	687.33
Spindale	Rutherford	13	4,082	11,043.36	25.62	13,873.40	24,916.76
Spring Hope	Nash	4	1,336	3,614.39	7.79	4,218.34	7,832.73

Spring Lake.....	6	4,110	11,119.12	12.35	6,687.61	17,806.73
Spruce Pine.....	13	2,504	6,774.27	17.20	9,313.92	16,088.19
Staley.....	8	260	703.40	2.88	1,559.54	2,262.94
Stanfield.....	10	471	1,274.23	3.29	1,781.56	3,055.79
Stanley.....	12	1,980	5,356.65	11.24	6,086.54	11,443.19
Stantonsburg.....	4	897	2,426.73	3.58	1,938.59	4,365.32
Star.....	8	745	2,015.51	7.80	4,223.75	6,239.26
Statesville.....	12	19,844	53,685.58	93.14	50,435.95	104,121.53
Stedman.....	6	458	1,239.06	4.32	2,339.31	3,578.37
Stem.....	5	221	597.89	1.77	958.47	1,556.36
Stonewille.....	7	951	2,572.82	6.74	3,649.76	6,222.58
Stovall.....	5	570	1,542.07	2.28	1,234.63	2,776.70
Sunset Beach.....	3	39*	105.51	7.47	4,045.06	4,150.57
Surf City.....	3	264	714.22	4.46	2,415.12	3,129.34
Swansboro.....	3	1,104	2,986.74	5.23	2,832.08	5,818.82
Sylva.....	14	1,564	4,231.22	10.20	5,523.37	9,754.59
Tabor City.....	6	2,338	6,325.18	16.78	9,086.48	15,411.66
Tarboro.....	4	8,411	22,754.96	42.63	23,084.44	45,839.40
Tar Heel.....	6	77*	208.31	2.27	1,229.22	1,437.53
Taylorsville.....	12	1,470	3,976.91	8.87	4,803.16	8,780.07
Teachey.....	3	187	505.91	1.83	990.96	1,496.87
Thomasville.....	9	15,190	41,094.73	64.85	35,116.72	76,211.45
Topsail Beach.....	3	97*	262.42	3.74	2,025.24	2,287.66
Trenton.....	2	404	1,092.97	2.06	1,115.50	2,208.47
Troutman.....	12	648	1,753.09	5.59	3,027.02	4,780.11
Troy.....	8	2,346	6,346.82	15.50	8,393.36	14,740.18
Tryon.....	14	2,223	6,014.06	16.67	9,026.92	15,010.98
Turkey.....	3	199	538.37	1.97	1,066.77	1,605.14
Valdese.....	13	2,941	7,956.53	23.89	12,936.60	20,893.13
Vanceboro.....	2	806	2,180.54	7.47	4,045.06	6,225.60

*Unincorporated at time of 1980 Federal Decennial Census, population estimated as provided by Chapter 160-4.1.

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES—Continued

City or Town	County	Div.	Pop. 1960 Census	Population Increment	Certif. Non- System Miles	Mileage Increment	Total Allocation
Vandemere.....	Pamlico.....	2	452	\$ 1,222.83	4.01	\$ 2,171.44	\$ 3,394.27
Vass.....	Moore.....	8	767	2,075.03	8.85	4,792.33	6,867.36
Waco.....	Cleveland.....	12	256	692.58	2.98	1,613.69	2,306.27
Wade.....	Cumberland.....	6	0	—	1.77	958.47	958.47
Wadesboro.....	Anson.....	10	3,714	10,128.95	22.44	12,151.41	22,280.36
Wagram.....	Scotland.....	8	562	1,520.42	2.75	1,489.14	3,009.56
Wake Forest.....	Wake.....	5	2,664	7,207.13	11.21	6,070.29	13,277.42
Wallace.....	Duplin.....	3	2,285	6,181.80	26.08	14,122.50	20,304.30
Walnut Cove.....	Stokes.....	9	1,288	3,484.53	9.33	5,052.26	8,536.79
Walstonburg.....	Greene.....	2	191	516.73	1.70	920.56	1,437.29
Warrenton.....	Warren.....	5	1,124	3,040.85	5.28	2,859.16	5,900.01
Warsaw.....	Duplin.....	3	2,221	6,008.65	12.67	6,860.89	12,869.54
Washington.....	Beaufort.....	3	9,939	26,888.78	37.44	20,274.02	47,162.80
Washington Park.....	Beaufort.....	2	574	1,552.89	4.21	2,279.74	3,832.63
Waxhaw.....	Union.....	10	729	1,972.22	6.99	3,755.13	5,757.35
Waynesville.....	Haywood.....	14	6,159	16,662.44	36.20	19,602.55	36,264.99
Weaver.....	Buncombe.....	13	1,041	2,816.30	7.02	3,801.38	6,617.68
Weaver.....	Halifax.....	4	2,165	5,857.15	11.23	6,081.12	11,938.27
Wendell.....	Wake.....	5	1,620	4,382.72	8.79	4,759.85	9,142.57
West Jefferson.....	Ashe.....	11	1,000	2,705.38	10.56	5,718.31	8,423.69
Whitakers.....	Nash.....	4	1,004	2,716.20	5.12	2,772.52	5,488.72
White Lake.....	Bladen.....	6	130	351.70	2.92	1,581.20	1,932.90
Whiteville.....	Columbus.....	6	4,683	12,669.30	24.76	13,407.01	26,077.01
Wilkesboro.....	Wilkes.....	11	1,568	4,242.04	17.06	9,238.11	13,480.15
Williamston.....	Martin.....	1	6,924	18,732.06	29.28	15,856.32	34,587.38

APPENDIX “B”

NORTH CAROLINA STATE HIGHWAY COMMISSION
Raleigh, North Carolina

ANNUAL REPORT
OF THE
CONTROLLER

FOR FISCAL YEAR ENDED JUNE 30, 1970

(NOTE: Auditor's Report not Available at time of Publication)

D. McLAUGHLIN FAIRCLOTH, *Chairman*

GEORGE S. WILLOUGHBY, *State Highway Administrator*

W. P. GARRISS, *Controller*

COMMISSIONERS

D. McLAUGHLIN FAIRCLOTH, *Chairman*

J. F. ALLEN
ROBERT G. BARR
CLIFTON L. BENSON
W. G. CLARK, III
TED W. PHILLIPS
CHARLES R. DAWKINS
ROY D. DEDMON
THOMAS W. ELLIS, JR.
CARROLL H. GILLAM
NOVILE C. HAWKINS
W. B. JOYCE
JACK B. KIRKSEY

W. FRANK MCCRAY
E. GWYN MCNEIL
CHARLES K. MAXWELL
JOE W. NOWELL, JR.
DAVID R. PARNELL
HUGH A. RAGSDALE
JAMES M. SMITH
LYNWOOD SMITH
W. ARTHUR TRIPP
E. J. WHITMIRE
W. S. WILLIAMS, JR.

NORTH CAROLINA STATE HIGHWAY COMMISSION
RALEIGH, NORTH CAROLINA
September 1, 1970

Mr. D. McLaughlin Faircloth, Chairman
North Carolina State Highway Commission
Raleigh, North Carolina
Dear Mr. Faircloth:

The financial condition of the Current Fund, Debt Service Fund—Secondary Road Bonds, Debt Service Fund—Highway Bond Act of 1965, and Equipment Fund, comprising the State Highway Fund, as of June 30, 1970, and the results of operations from these Funds for the fiscal year ended June 30, 1970, are presented in the following comments and attached Exhibits.

CURRENT FUND

Cash in Banks—\$20,800.00—Exhibit "A":

Cash in Banks consists of checking accounts established in various banks throughout the State for the payment of miscellaneous emergency bills for less than \$25.00. Reimbursement is made upon submission of paid invoices and bills or receipts. The total balance in these funds at June 30, 1970, is \$20,800.00.

Cash on Deposit—State Treasurer—\$183,624,673.06—Exhibit "A":

On June 30, 1970, cash deposited with the State Treasurer in the Current Fund amounted to \$183,624,673.06 as compared with \$128,869,450.68 on June 30, 1969, an increase of \$54,755,222.38.

Certificates of Deposit—U. S. Government Contract—\$1,500,000.00—Exhibit "A":

In order for the Highway Commission to handle the financing for the relocation of US 64, due to the construction of the New Hope Dam, a contract was executed with the U. S. Corps of Engineers on May 18, 1970, which required the Highway Commission to purchase and place in escrow, with Wachovia Bank and Trust Company, Raleigh, North Carolina, certificates of deposit in the amount of \$1,500,000.00.

Travel Advances to Employees—\$23,700.12—Exhibit "A":

Advances are made to employees under two conditions and in such amounts considered necessary to meet existing needs. One condition is that the employee is assigned to work or travel that is of a temporary nature, and the second is when the nature of the employee's work takes him away from his home or place of abode and requires constant, if not continual, travel. The third condition that must also be present in the

preceding circumstances is that there must exist a need for funds for out-of-pocket expenditures in an amount greater than that the employee would normally and reasonably be expected to finance from his own personal funds. These advances at June 30, 1970, amount to \$23,700.12.

State Departments, Agencies, and Institutions—\$678,847.78—Exhibit “A”:

Accounts Receivable from State Departments at June 30, 1970, amounted to \$678,847.78 of which \$421,314.00 represents accrual of Gasoline Tax Refund Due from Department of Revenue for April, May, and June, 1970. The remaining balance of \$257,533.78 represents charges for material or services furnished various Departments, Agencies or Institutions. Of this amount, \$63,795.37 was received during the month of July, 1970.

Department of Motor Vehicles—Imprest Fund—\$15,000.00—Exhibit “A”:

The balance of \$15,000.00 shown on Exhibit “A” as being due from the Department of Motor Vehicles represents an advance to the State Treasurer’s Office for the purpose of expediting payment of refund claims on gasoline and motor vehicle collections.

Due from Utilities and Other Public Service Agencies—\$81,800.00—Exhibit “A”:

The item of \$81,800.00 shown on Exhibit “A” consists of balances of future installments due from utilities and other public service agencies. These accounts arise from agreements entered into with the North Carolina State Highway Commission for participation in construction and relocation of highways and bridges, drainage and watershed projects, and for other miscellaneous services or materials furnished by the Highway Commission.

Due from Cities and Towns—\$5,823,447.62—Exhibit “A”:

This amount represents balances due from municipalities resulting from contracts entered into with the North Carolina State Highway Commission for participation in construction projects, maintenance work performed by the Highway Commission, balances for construction of water lines and systems, and other miscellaneous materials or supplies furnished them. An analysis of these accounts with municipalities shows the condition of the outstanding balances to be as follows:

Date Due	Amount
Fiscal Year 1956-57	\$ 7,914.28
Fiscal Year 1957-58	2,448.95
Fiscal Year 1958-59	9,335.52
Fiscal Year 1959-60	51,015.84
Fiscal Year 1962-63	3,300.00
Fiscal Year 1963-64	10,300.00
Fiscal Year 1964-65	10,850.00
Fiscal Year 1965-66	10,850.00
Fiscal Year 1966-67	10,300.00

Date Due	Amount
Fiscal Year 1967-68	11,840.04
Fiscal Year 1968-69	22,098.50
Fiscal Year 1969-70	130,601.84
Fiscal Year 1970-71	1,425,927.25
Fiscal Year 1971-72	1,257,782.91
Fiscal Year 1972-73	847,503.75
Fiscal Year 1973-74	767,228.59
Fiscal Year 1974-75	644,352.88
Fiscal Year 1975-76	230,188.58
Fiscal Year 1976-77	129,305.87
Fiscal Year 1977-78	62,640.00
Fiscal Year 1978-79	14,910.00
Fiscal Year 1979-80	14,910.00
Upon Completion	147,842.82
Total	<u><u>\$ 5,823,447.62</u></u>

Due from Bond Fund—\$6,450,529.31—Exhibit "A":

This item results from expenditures made for the period June 1, 1970, through June 30, 1970, on the construction program being carried out under the State Highway Bond Act of 1965. Amounts expended from the Current Fund for this purpose are reimbursed periodically by the Bond Fund from cash borrowed by the issuance of Bond Anticipation Notes, from the proceeds of the sale of Bonds, or from cash acquired from both sources.

Due from Federal Government—\$8,622,400.54—Exhibit "A":

On June 30, 1970, \$8,622,400.54 was due from the U. S. Bureau of Public Roads which was their share of participation in Federal Aid Construction projects let to contract that had been earned and billed by the Highway Commission.

Other Receivables—\$352,449.63—Exhibit "A":

Other Receivables total \$352,449.63.

A Summary of these accounts receivable showing the condition of the outstanding balances at June 30, 1970, is as follows:

Age	Amount	Collections Through July 31, 1970
Less than 30 days	\$ 49,461.09	
30 — 180 days	95,887.15	
180 — 270 days	42,988.38	
270 — 360 days	9,832.18	
More than 1 year	154,280.83	
	<u><u>\$ 352,449.63</u></u>	<u><u>\$ 135,967.50</u></u>

From the above summary it is to be noted that of the total outstanding balance of \$352,449.63, collection of \$135,967.50 was received during the month of July, 1970.

Federal Aid Allocations—\$179,471,353.78—Exhibit “A”:

This balance represents Federal Aid apportionments that have not been let to contract and also portions of apportionments allocated to projects that have been let to contract, some of which has been earned and temporarily suspended and some of which has not been earned and not yet billed.

Inventories—Stores—\$3,809,636.43—Exhibit “A”:

In Schedule “1” there is an analysis of the inventories at June 30, 1970, by repair parts and gasoline and oil, The Bridge and Landscape Departments’ Material and Supplies Inventory, the Quarry and Pipe Plant Inventories and Inventory Maintenance—Division 2.

Completed Parts—Equipment—\$3,563,287.26—Exhibit “A”:

This item represents completed parts or pieces of equipment which have not been identified by equipment numbers, and resulted primarily from the accrual of outstanding purchase orders as of June 30, 1970.

Inventory In Transit—\$892,412.81—Exhibit “A”:

The item of \$892,412.81 shown as “Inventory in Transit” represents outstanding purchases of inventories accrued at June 30, 1970.

Job Orders In Progress—\$12.37—Exhibit “A”:

This represents charges made in the month of June, 1970, to Equipment Department job orders distributable to Federal Aid Work orders in subsequent month.

Undistributed Charges—\$17,978.34—Exhibit “A”:

This represents charges made to job orders and work orders unidentifiable as of June 30, 1970. They were identified and properly distributed during the month of July, 1970.

Securities and Deposits Held for Others—\$400,000.00—Exhibit “A”:

On June 30, 1970, the North Carolina State Highway Commission held in its safety deposit box in the Wachovia Bank and Trust Company securities totaling \$400,000.00 deposited by contractor in lieu of performance bonds on construction projects.

Advance Acquisition of Right-of-Way—\$2,752,973.61—Exhibit “A”:

This item represents investment in right-of-way purchased for proposed highway projects, the plans for which may not be developed until some time in the future.

Accounts Payable—\$14,785,137.68—Exhibit "A":

On June 30, 1970, outstanding purchase commitments from unfilled purchase orders, purchases of gasoline and oil for which invoices had not been received, were accrued. These items are summarized and presented together with life insurance premiums below:

Accrual of Unfilled Purchase Orders	\$14,506,265.41
Accrual of Gasoline and Oil Purchases	60,166.59
Accrual of Payment on Air Condition Contract— Division 4 Office	5,249.00
Connecticut General Life Insurance Company— Group Insurance Premiums	213,456.68
	\$14,785,137.68

Allowances for Employee's Vacation, Sick Leave, Holidays, and Compensatory Leave—\$6,627,993.53—Exhibit "A":

This balance represents accruals for employees' sick leave, annual leave, holidays, and compensatory leave earned in excess of sick leave, annual leave, holidays, and compensatory leave taken since November 1, 1959. On November 1, 1959, the practice of recording the contingent liability for these leave accounts, with the exception of compensatory leave, as they apply to the productive labor forces, was initiated. At that time, it would have required approximately \$5,381,371.00 to record on the books this contingent liability, which was represented by 451,694 days sick leave, reduced to an experience rate of 55.7551% and 136,564 days annual leave, both computed at an average salary of \$3,630.00.

Due to Equipment Fund—\$5,125,427.59—Exhibit "A":

This amount which is due from the Current Fund to the Equipment Fund for use of equipment on a rental basis.

Accrued Payroll—\$2,301,135.88—Exhibit "A":

This amount represents the accrual of gross payroll for June 22, 23, 24, 25, 26, 29, and 30, 1970, of the pay period which ended July 3, 1970.

State Withholding Taxes—\$71,041.83—Exhibit "A":

This represents payroll deductions for the last pay period in June, 1970, for State Withholding Taxes that had not been forwarded to the Department of Revenue.

Employees' Savings Bond Deductions—\$38,189.00—Exhibit "A":

This represented accumulated payroll deductions for Savings Bond for which bonds have not been issued.

Accrued Taxes Payable—\$11,451.46—Exhibit "A":

This represents North Carolina Sales and Use Tax in the amount of

\$5,587.78 and County Sales and Use Tax in the amount of \$5,863.68 accrued in the month of June, 1970.

Special Deposits—\$457,472.57—Exhibit "A":

\$400,000.00 of this item is the contra to the item of Securities Held for Others shown under Other Assets on Exhibit "A" and was explained under that caption. The remaining \$57,472.57 represents cash deposits received from purchases of structures on right-of-way in lieu of performance bonds, bid bonds, and other miscellaneous deposits and are to be returned to the depositors upon satisfactory performance or removal of such structures from the right-of-way.

Accrued Reserve for Workmen's Compensation and Public Liability Claims—\$198,584.24—Exhibit "A":

This consists of a balance of \$123,199.26 for payment of Workmen's Compensation claims, and \$75,384.98 for public liability claims.

Deferred Proceeds from Sale of Capital Assets—\$91,478.40—Exhibit "A":

This is comprised of receipts from the sale of the following Highway Commission Real properties and is to be applied in the future to capital improvements.

Enrollees' Advance Payment of Life Insurance Premiums—\$6,928.93—Exhibit "A":

This consists of advance payments of Connecticut General Life Insurance Company premiums on group permanent life insurance by retired employees and other employees temporarily off the payroll.

Credit Balance In Accounts Receivable—\$4,447.35—Exhibit "A":

Credit balance appearing in the accounts receivable on June 30, 1970, are Receipts from Department of Water and Air Resources.

Encumbrance Allotments—\$247,323,867.67—Exhibit "A":

This is the unexpended portions of allotments approved by the Budget Division of the Department of Administration at June 30, 1970.

Reserves—\$113,548,397.52—Exhibit "A":

Funds reserved at June 30, 1970, in the Current Fund are listed in detail in Schedule "2".

Unappropriated Surplus—\$7,310,767.19—Exhibit "A":

An analysis of the changes in the unappropriated surplus during the fiscal year ended June 30, 1970, is presented below:

Balance July 1, 1969		\$ 7,310,767.19
Decreases:		
Transfers to Appropriations		
During Fiscal Year 1969-70		7,120,295.00
		<u>\$ 190,472.19</u>
Increases:		
From Current Year's Operation:		
Unallotted Appropriations	\$ 6,256,988.73	
Excess of Actual Revenue over		
Estimated Revenue	12,430,873.02	
	<u>\$ 18,687,861.75</u>	
Less: Funds Reserved for following:		
State Aid to Municipalities	\$ 382,103.40	
Additional Salary Requirements	1,396,667.00	
Highway Safety Program	1,947,381.50	
Highway Beautification Program	25,613.03	
State Funds to Match Federal		
Aid	700,000.00	
Contingencies	317,000.00	
Employer's Contribution—		
Retirement System	100,000.00	
Social Security	100,000.00	
Scenic Highways	900,000.00	
State Maintenance and		
Construction—Primary		
System	5,500,000.00	11,368,764.93
		<u>7,319,096.82</u>
Net Increase		<u><u>\$ 7,509,569.01</u></u>
Balance June 30, 1970		<u><u>\$ 7,509,569.01</u></u>

On July 1, 1969, there was a balance of \$7,310,767.19 in Unappropriated Surplus from which transfers to appropriations amounted to \$7,120,295.00 were processed during the fiscal year 1969-70, leaving a balance of \$190,472.19. It will be noted from the above analysis that this balance has been increased by \$6,256,988.73 representing Unallotted Appropriations, and by \$12,430,873.02 representing an excess of Actual Revenue over Estimated Revenue, which totals \$18,687,861.75, from which \$11,368,764.93 has been reserved for operations during the fiscal year 1970-71, leaving a net increase of \$7,319,096.82. This, when added to the unappropriated balance of \$190,472.19, results in a balance of \$7,509,569.01 at June 30, 1970.

Revenue—Exhibit "B":

State Revenue collections for the Current Fund were estimated at \$267,857,500.00 for the fiscal year ended June 30, 1970. Actual collections amounted to \$280,288,373.02, resulting in the collection of \$12,430,873.02 in excess of the estimated amount. Actual revenue collections for the fiscal year were approximately 4.4% above the estimate.

Federal revenue estimates are based on apportionments by the Federal Government of Federal Aid Funds for participation in construction. These estimates were revised throughout the year as changes in the apportionments were received. Exhibit "B" shows the net federal

apportionments made during the year. Actual federal revenue collections are accrued as apportionments are made by the Federal Government. The total amount of federal funds available for allotment during the year was \$147,888,816.32, allotments amounted to \$76,244,005.00, and the balance of federal funds available for allotments on June 30, 1970, was \$71,644,811.32. Total revenue collections against these Federal Aid apportionments of funds amounted to \$91,268,874.38 as shown in Exhibit "B".

DEBT SERVICE FUND—SECONDARY ROAD BONDS

All payments for reduction of the bonded indebtedness for secondary road bonds authorized and issued under Chapter 1250, Session Laws 1949, were recorded through the Debt Service Fund—Secondary Road Bonds. The transactions in this fund during the fiscal year ended June 30, 1970, were as follows:

Cash on Hand July 1, 1969		\$ 12,386,250.00
Less Expenditures:		
Retirement of Bonds	\$ 12,200,000.00	
Interest on Bonds	186,250.00	
Total Expenditures—Exhibit "C"		\$ 12,386,250.00
Cash on Hand June 30, 1970—Exhibit "A"		-0-

DEBT SERVICE FUND—HIGHWAY CONSTRUCTION BONDS OF 1965

All Receipts and expenditures for reduction of the bonded indebtedness for Highway Construction Bonds of 1965 as authorized and issued under Chapter 46, Session Laws of 1965, were recorded through this Fund.

The transaction in this Fund during the fiscal year ended June 30, 1970, were as follows:

Cash on Hand July 1, 1969		\$ 16,636,373.34
Revenue Collections During Fiscal Year		
1969-70 — Exhibit "B"		24,763,829.29
Total Available		\$ 41,400,202.63
Less Expenditures:		
Retirement of Bonds	\$ 12,000,000.00	
Interest on Bonds	\$ 5,075,750.00	
Interest on Bond Anticipation Notes	4,607,816.80	
Redemption of Bond Anticipation Notes	5,000,000.00	
Total Expenditures — Exhibit "C"	\$ 26,683,566.80	
Cash on Hand June 30, 1970		\$ 14,716,635.83

**CURRENT FUND, DEBT SERVICE FUND—
SECONDARY ROAD BONDS AND DEBT SERVICE FUND—
HIGHWAY CONSTRUCTION BONDS OF 1965**

General Comments:

During the year, a total of \$721,184,124.05 was accounted for through the Current Fund, Debt Service Fund—Secondary Road Bonds, and the Debt Service Fund—Highway Construction Bonds of 1965 as shown in the following analysis:

**ANALYSIS OF SOURCE AND DISPOSITION OF FUNDS
For Fiscal Year Ended June 30, 1970**

CURRENT AND DEBT SERVICE FUNDS

	Total	Current Fund	Debt Service Fund Secondary Road Bonds	Debt Service Fund Highway Construction Bonds of 1965
SOURCE OF FUNDS:				
Surplus and Reserve Funds Brought Forward from Prior Year:				
Unappropriated Surplus.....	\$ 7,310,767.19	\$ 7,310,767.19	\$ -0-	\$ -0-
Federal Participation:				
HPS/HPR/PR.....	1,620,789.40	1,620,789.40		
Construction.....	54,999,152.54	54,999,152.54		
State Funds to Match				
Federal Participation:				
HPS/HPR/PR.....	398,748.80	398,748.80		
Construction.....	10,632,540.06	10,632,540.06		
For State Aid to Municipalities.....	233,714.68	233,714.68		

CURRENT AND DEBT SERVICE FUNDS—Continued

	Total	Current Fund	Debt Service Fund Secondary Road Bonds	Debt Service Fund Highway Construction Bonds of 1965
For Capital Improvements:				
Biennium 1961-63.....	\$ 8,300.00	\$ 8,300.00	\$ -0-	\$ -0-
Biennium 1963-65.....	156,174.20	156,174.20		
Biennium 1965-67.....	6,192.68	6,192.68		
Biennium 1967-69.....	907,628.20	907,628.20		
For Additional Salary Requirements.....	335,000.00	335,000.00		
For Highway Safety Program.....	959,321.61	959,321.61		
For Highway Beautification Program.....	37,556.85	37,556.85		
For Appropriations in Excess of Estimated Revenue.....	10,997,104.00	10,997,104.00		
For Debt Service.....	29,022,623.34		12,386,250.00	16,636,373.34
Total Surplus and Reserve Funds Brought Forward from Prior Year.....	\$117,625,613.55	\$ 88,602,990.21	\$12,386,250.00	\$16,636,373.34
Unexpended Allotments Brought Forward from Prior Year:				
For State Maintenance and Construction:				
Primary System.....	\$ 22,264,244.23	\$ 22,264,244.23		
Secondary System.....	24,168,904.77	24,168,904.77		
Urban System.....	20,229,573.96	20,229,573.96		
Public Service Roads.....	2,783,889.29	2,783,889.29		
For Federal Aid—HPS/HPR/PR.....	214,864.07	214,864.07		
For Federal Aid—Construction.....	123,753,436.90	123,753,436.90		
For Capital Improvements:				
Biennium 1961-63.....	(1,277.48)	(1,277.48)		
Biennium 1963-65.....	100,550.08	100,550.08		
Biennium 1965-67.....	144,982.80	144,982.80		
Biennium 1967-69.....	766,152.43	766,152.43		
For State Aid to Municipalities.....	103,116.47	103,116.47		

Total Unexpended Allotments Brought Forward from Prior Year.....	\$194,528,437.52	\$194,528,437.52	\$	-0-	\$	-0-
State Revenue Collections: (Exhibit "B")						
Current Fund.....	\$280,288,373.02	\$280,288,373.02				
Debt Service Fund.....	24,763,829.29					24,763,829.29
Total State Revenue Collections.....	\$305,052,202.31	\$280,288,373.02				\$ 24,763,829.29
Participation Revenue: (Exhibit "B")						
Federal Aid — HPS/HPR/PR.....	\$ 1,359,098.38	\$ 1,359,098.38	\$	-0-	\$	-0-
Federal Aid — Construction.....	89,909,776.00	89,909,776.00				
Property Owners.....	728,805.38	728,805.38				
Cities and Towns.....	2,073,215.39	2,073,215.39				
Total Participation Revenue.....	\$ 94,070,895.15	\$ 94,070,895.15	\$	-0-	\$	-0-
Departmental Receipts: (Exhibit "C")						
Highway Commission.....	\$ 2,104,795.15	\$ 2,104,795.15				
Department of Motor Vehicles.....	7,802,180.37	7,802,180.37				
Total Departmental Receipts.....	\$ 9,906,975.52	\$ 9,906,975.52	\$	-0-	\$	-0-
Total Funds Available.....	\$721,184,124.05	\$667,397,671.42	\$	12,386,250.00	\$	41,400,202.63
DISPOSITION OF FUNDS:						
Expenditures: (Exhibit "C")						
Departmental Operations:						
Highway Commission:						
General Administration.....	\$ 3,687,154.28	\$ 3,687,154.28	\$	-0-	\$	-0-
Engineering Administration.....	8,048,192.38	8,048,192.38				
Contribution to Retirement System.....	6,012,110.25	6,012,110.25				
Contribution to Social Security.....	3,398,799.19	3,398,799.19				
State Maintenance and Construction:						
Primary System.....	42,014,560.30	42,014,560.30				
Secondary System.....	73,959,272.86	73,959,272.86				
Urban System.....	12,036,357.44	12,036,357.44				
Public Service Roads.....	3,107,159.30	3,107,159.30				

CURRENT AND DEBT SERVICE FUNDS—Continued

	Total	Current Fund	Debt Service Fund Secondary Road Bonds	Debt Service Fund Highway Construction Bonds of 1965
Federal Aid — HPS/HPR/PR.....	\$ 1,816,793.20	\$ 1,816,793.20	\$ -0-	\$ -0-
Federal Aid — Construction.....	95,941,704.07	95,941,704.07		
Capital Improvements:				
Biennium 1961-63.....				
Biennium 1963-65.....	220,465.76	220,465.76		
Biennium 1965-67.....	73,444.11	73,444.11		
Biennium 1967-69.....	1,145,843.56	1,145,843.56		
Biennium 1969-71.....	328,394.07	328,394.07		
Total Highway Commission.....	\$251,790,250.77	\$251,790,250.77		
Non-Highway Departments:				
Department of Motor Vehicles.....	\$ 30,759,689.05	\$ 30,759,689.05		
Department of Agriculture.....	482,555.00	482,555.00		
State Board of Education.....	2,796,074.00	2,796,074.00		
Utilities Commission.....	226,560.07	226,560.07		
Coordinator—Highway Safety Program.....	1,728,610.00	1,728,610.00		
Total Non-Highway.....	\$ 35,993,488.12	\$ 35,993,488.12	\$ -0-	\$ -0-
Total Departmental Operations.....	\$287,783,738.89	\$287,783,738.89	\$ -0-	\$ -0-
State Aid to Municipalities.....	11,232,098.33	11,232,098.33		
Debt Service Retirement.....	39,069,816.80		12,386,250.00	26,683,566.80
Total Expenditures.....	\$338,085,654.02	\$299,015,837.22	\$ 12,386,250.00	\$ 26,683,566.80

Unexpended Allotments Carried Forward:

For State Maintenance and Construction:

Primary System.....	\$ 39,210,118.91	\$	0	\$	0
Secondary System.....	38,186,206.11				
Urban System.....	28,233,122.71				
Public Service Roads.....	1,580,185.81				
For Federal Aid — HPS/HPR/PR.....	681,970.87				
For Federal Aid — Construction.....	138,095,571.10				
For Capital Improvements:					
Biennium 1961-63.....	6,701.83				
Biennium 1963-65.....	31,161.86				
Biennium 1965-67.....	40,870.02				
Biennium 1967-69.....	504,343.45				
Biennium 1969-71.....	648,882.18				
For State Aid to Municipalities.....	104,732.82				
Total Unexpended Allotments Carried Forward.....	\$247,323,867.67	\$	0	\$	0

Reserve Funds Carried Forward:

For Federal Participation:

HPS/HPR/PR.....	1,508,083.78				
Construction.....	70,136,717.54				
For State Funds to Match Federal Participation:					
HPS/HPR/PR.....	365,300.80				
Construction.....	22,799,180.55				
For Capital Improvements:					
Biennium 1961-63.....	320.69				
Biennium 1963-65.....	5,096.66				
Biennium 1965-67.....	1,861.35				
Biennium 1967-69.....	58,593.62				
Biennium 1969-71.....	102,723.75				
For State Aid to Municipalities.....	382,103.40				
For Additional Salary Requirements.....	1,396,667.00				
For Highway Safety Program.....	1,947,381.50				
For Highway Beautification Program.....	63,169.88				
For State Funds to Match Federal Aid.....	700,000.00				

CURRENT AND DEBT SERVICE FUNDS—Continued

	Total	Current Fund	Debt Service Fund Secondary Road Bonds	Debt Service Fund Highway Construction Bonds of 1965
For Contingencies.....	\$ 317,000.00	\$ 317,000.00	\$ -0-	\$ -0-
For Employer's Contribution:				
Retirement System.....	100,000.00	100,000.00		
Social Security.....	100,000.00	100,000.00		
For Scenic Highways.....	900,000.00	900,000.00		
For State Maintenance and Construction—Primary System.....	5,500,000.00	5,500,000.00		
For Appropriations in Excess of Estimated Revenue.....	7,164,187.00	7,164,187.00		
For Debt Service.....	14,716,635.83			14,716,635.83
Total Reserve Funds Carried Forward.....	\$128,265,033.35	\$113,548,397.52	\$ -0-	\$ 14,716,635.83
To Unappropriated Surplus:				
From Prior Year's Operation.....	\$ 190,472.19	\$ 190,472.19	\$ -0-	\$ -0-
From Current Year's Operation.....	7,319,096.82	7,319,096.82		
Total to Unappropriated Surplus.....	\$ 7,509,569.01	\$ 7,509,569.01	\$ -0-	\$ -0-
Total Disposition of Funds.....	\$721,184,124.05	\$667,397,671.42	\$ 12,386,250.00	\$ 41,400,202.63

Respectfully submitted,

W. P. GARRISS

Controller

**NORTH CAROLINA STATE HIGHWAY COMMISSION
RALEIGH, NORTH CAROLINA
BALANCE SHEET
June 30, 1970**

CURRENT FUND

EXHIBIT "A"

ASSETS

CASH:		
In Banks.....	\$ 20,800.00	
On Deposit — State Treasurer.....	183,624,673.06	
Certificates of Deposit — U. S. Government Contract.....	1,500,000.00	\$185,145,473.06
ACCOUNTS RECEIVABLE:		
Travel Advances to Employees.....	23,700.12	
State Departments, Agencies and Institutions—(Schedule "1").....	678,847.78	
Department of Motor Vehicles—Imprest Fund.....	15,000.00	
Due from Utilities and Other Public Service Agencies.....	81,800.00	
Due from Cities and Towns—(Schedule "2").....	5,823,447.62	
Due from Bond Fund.....	6,450,529.31	
Due from Federal Government—(Schedule "3").....	8,622,400.54	
Other Receivables.....	352,449.63	22,048,175.00
FEDERAL AID ALLOCATIONS—(Schedule "4").....		179,471,353.78
INVENTORIES:		
Stores—(Schedule "5").....	3,809,636.43	
Completed Parts—Unidentified with Equipment.....	3,563,287.26	
Inventory in Transit.....	892,412.81	
Job Orders in Progress—Equipment.....	12.37	8,265,348.87
OTHER DEBTS:		
Undistributed Charges.....	17,978.34	
Securities Held for Others.....	400,000.00	
Advance Acquisition of Right-of-Way.....	2,752,793.61	3,170,771.95
TOTAL ASSETS.....		\$398,101,122.66

NOTE: Attention is called to the outstanding Contractors' Claims in the amount of \$1,625,277.36 as of June 30, 1970, for which the North Carolina State Highway Commission is contingently liable. These contingent claims are not presented in the above Balance Sheet and most are pending in Court.

LIABILITIES, ENCUMBRANCES, RESERVES, AND SURPLUS

LIABILITIES:		
Accounts Payable.....	\$ 14,785,137.68	
Allowance for Employees' Vacation, Sick Leave, Holidays, and Compensatory Leave.....	6,627,993.53	
Due to Equipment Fund.....	5,125,427.59	
Accrued Payroll.....	2,301,135.88	
State Withholding Taxes.....	71,041.83	
Employees' Savings Bond Deductions.....	38,189.00	
Accrued Taxes Payable.....	11,451.46	\$ 28,960,376.97
OTHER CREDITS:		
Special Deposits.....	\$ 457,472.57	
Accrued Reserves for Workmen's Compensation and Public Liability Claims.....	198,584.24	
Deferred Proceeds from Sale of Capital Assets.....	91,478.40	
Enrollees' Advance Payment of Life Insurance Premiums.....	6,928.93	
Credit Balances in Accounts Receivable (Schedule "6").....	4,447.35	758,911.49

EXHIBIT "A" Continued

LIABILITIES, ENCUMBRANCES, RESERVES, AND SURPLUS (Continued)

ENCUMBRANCE ALLOTMENTS—(Schedule "7").....			247,323,867.67
RESERVES AND SURPLUS:			
Reserves—(Schedule "8").....		113,548,397.52	
Unappropriated Surplus:			
Balance July 1, 1969.....	\$ 7,310,767.19		
Less: Transfer to Appropriations.....	7,120,295.00		
	190,472.19		
Add: Balance from Current Year's Operation.....	7,319,096.82		
Balance June 30, 1970.....		7,509,569.01	
Total Reserves and Surplus.....			121,057,966.53
TOTAL LIABILITIES, ENCUMBRANCES, RESERVES AND SURPLUS			<u><u>\$398,101,122.66</u></u>

DEBT SERVICE FUND SECONDARY ROAD BONDS

ASSETS			
Cash on Deposit—State Treasurer.....		\$	-0-
Total Assets.....		\$	<u><u>-0-</u></u>
FUNDED RESERVE			
Funded Reserve for Debt Service—Secondary Road Bonds.....		\$	-0-
Total Funded Reserve.....		\$	<u><u>-0-</u></u>

DEBT SERVICE FUND HIGHWAY CONSTRUCTION BONDS OF 1965

ASSETS			
Cash on Deposit—State Treasurer.....		\$	14,716,635.83
Total Assets.....		\$	<u><u>14,716,635.83</u></u>
FUNDED RESERVE			
Funded Reserve for Debt Service—Highway Construction Bonds of 1965.....		\$	14,716,635.83
Total Funded Reserve.....		\$	<u><u>14,716,635.83</u></u>

**NORTH CAROLINA STATE HIGHWAY COMMISSION
RALEIGH, NORTH CAROLINA
STATEMENT OF REVENUE
Fiscal Year Ended June 30, 1970**

EXHIBIT "B"

	Actual
CURRENT FUND:	
STATE REVENUE:	
Motor Vehicle Revenue:	
Automobile Licenses.....	\$ 26,189,662.23
Truck Licenses.....	26,278,266.52
For Hire Licenses.....	3,804,550.47
Motorcycle Licenses.....	210,516.86
Bus and Franchise Taxes.....	11,434,705.86
Gasoline Tax — 8¢.....	188,751,472.91
Gasoline Tax Refunds to Highway Comm.....	1,209,153.94
Gasoline Inspection Fees.....	6,088,090.64
Title Fees.....	1,993,150.48
Penalties.....	879,559.09
Highway Usage Registration Fees.....	194,090.75
Certificate Fees.....	1,500.10
Interest on Drafts.....	24,075.28
Miscellaneous.....	
Total Motor Vehicle Revenue.....	\$267,058,795.13
Other Revenue:	
Personalized Registration Plates.....	25,613.03
Interest on Funds Invested by Treasurer.....	13,201,633.15
Miscellaneous Income.....	2,331.71
Total Other Revenue.....	\$ 13,229,577.89
TOTAL STATE REVENUE.....	\$280,288,373.02
PARTICIPATION REVENUE:	
Federal Aid Participation HPS/HPR/PR:	
Primary.....	\$ 58,013.00
Secondary.....	51,688.00
Urban.....	17,944.00
Interstate.....	
Highway Planning Research.....	1,201,696.38
Rural Primary—PR.....	8,836.00
Rural Secondary—PR.....	7,871.00
TOPICS—Urban Area—PR.....	13,050.00
Total Federal Aid Participation—HPS/HPR/PR.....	\$ 1,359,098.38
Federal Aid Participation—Construction:	
Primary.....	\$ 11,370,715.00
Secondary.....	10,130,970.00
Urban.....	3,517,029.00
Interstate.....	50,311,436.00
Forestry.....	190,384.00
Emergency Relief.....	
Appalachian Program.....	8,691,000.00
Outdoor Advertising Control.....	(40,287.00)

EXHIBIT "B" Continued

	Actual
Junkyard Control.....	(9,995.00)
Landscaping and Scenic Enhancement.....	(84,919.00)
Rural Primary.....	1,731,870.00
Rural Secondary.....	1,542,004.00
TOPICS—Urban Area.....	2,557,840.00
Advance Acquisition of Right-of-Way.....	829.00
Total Federal Aid Participation—Construction.....	\$ 89,909,776.00
Total Federal Aid Participation.....	\$ 91,268,874.38
Property Owners' Participation:	
State Maintenance and Construction:	
Primary System.....	\$ -0-
Secondary System.....	407,823.45
Urban System.....	(62.50)
Public Service Roads.....	258,958.16
Federal Aid Construction.....	62,086.27
Total Property Owners' Participation.....	\$ 728,805.38
Cities and Towns Participation:	
State Maintenance and Construction:	
Primary System.....	\$ 5,572.25
Urban System.....	1,886,941.55
Federal Aid HPS/HPR/PR.....	39,845.00
Federal Aid Construction.....	140,856.59
Total Cities and Towns Participation.....	\$ 2,073,215.39
TOTAL PARTICIPATION REVENUE.....	\$ 94,070,895.15
TOTAL CURRENT FUND REVENUE.....	\$374,359,268.17
DEBT SERVICE FUND—GASOLINE TAX.....	\$ 24,763,829.29
TOTAL REVENUE.....	\$399,123,097.46

**NORTH CAROLINA STATE
RALEIGH,
STATEMENT OF APPROPRIATIONS, APPORTIONMENTS,
Fiscal Year Ended**

	Unexpended Allotments 6-30-69	Appropriations Apportionments and Participations	Allotments
CURRENT FUND:			
CURRENT ACCOUNTS:			
Non-Highway Departments:			
Department of Motor Vehicles.....	\$ -0-	\$ 24,368,440.00	\$ 22,957,508.68
Department of Agriculture.....		508,059.00	482,555.00
State Board of Education.....		2,796,074.00	2,796,074.00
Utilities Commission.....		241,406.00	226,560.07
Highway Safety Program.....		2,625,633.61	678,252.11
Total Non-Highway Departments.....	\$ -0-	\$ 30,539,612.61	\$ 27,140,949.86
Highway Commission:			
General Administration.....	\$ -0-	\$ 3,964,261.00	\$ 3,641,564.83
Engineering Administration and Supervision.....		8,657,837.00	8,024,001.75
Reserve for Contingencies.....		317,907.00	
Employer's Contribution to:			
Retirement System.....		6,048,909.00	6,012,110.25
Social Security.....		3,401,564.00	3,398,799.19
Merit Salary Increments.....		535,087.00	
Legislative Salary Increases—Salary Adjustments.....		1,009,237.00	
Total Highway Commission.....	\$ -0-	\$ 23,934,802.00	\$ 21,076,476.02
Total Current Accounts.....	\$ -0-	\$ 54,474,414.61	\$ 48,217,425.88
ENCUMBRANCE ACCOUNTS:			
Non-Highway Departments:			
State Aid to Municipalities.....	\$ 103,116.47	\$ 11,233,714.68	\$ 11,233,714.68
Total Non-Highway Departments.....	\$ 103,116.47	\$ 11,233,714.68	\$ 11,233,714.68
Highway Commission:			
State Maintenance and Construction:			
Primary System:			
Appropriation.....	\$ -0-	\$ 58,458,657.00	\$ 58,458,657.00
Cities and Towns Participation.....		5,572.25	5,572.25
Expenditures.....			
Total Primary System.....	\$ 22,264,244.23	\$ 58,464,229.25	\$ 58,464,229.25
Secondary System:			
Appropriation.....	\$ -0-	\$ 87,098,568.00	\$ 87,098,568.00
Property Owners Participation.....		407,823.45	407,823.45
Expenditures.....			
Total Secondary System.....	\$ 24,168,904.77	\$ 87,506,391.45	\$ 87,506,391.45
Urban System:			
Appropriation.....	\$ -0-	\$ 18,149,154.00	\$ 18,149,154.00
Participation by:			
Cities and Towns.....		1,886,941.55	1,886,941.55
Property Owners.....		(62.50)	(62.50)

HIGHWAY COMMISSION

NORTH CAROLINA

PARTICIPATIONS, ALLOTMENTS, AND EXPENDITURES

June 30, 1970

EXHIBIT "C"

Expenditures			Unallotted Appropriations	Unexpended Appropriations	Unexpended Allotments
Gross	Receipts	Net			
\$ 30,759,689.05	\$ 7,802,180.37	\$ 22,957,508.68	\$ 1,430,931.32	\$ 1,410,931.32	\$ -0-
482,555.00		482,555.00	25,504.00	25,504.00	
2,796,074.00		2,796,074.00			
226,560.07		226,560.07	14,845.93	14,845.93	
1,728,610.00	1,050,357.89	678,252.11	1,947,381.50	1,947,381.50	
\$ 35,993,488.12	\$ 8,852,538.26	\$ 27,140,949.86	\$ 3,398,662.75	\$ 3,398,662.75	\$ -0-
\$ 3,687,154.28	\$ 45,589.45	\$ 3,641,564.83	\$ 322,696.17	\$ 322,696.17	\$ -0-
8,048,192.38	24,190.63	8,024,001.75	633,835.25	633,835.25	
			317,907.00	317,907.00	
6,012,110.25		6,012,110.25	36,798.75	36,798.75	
3,398,799.19		3,398,799.19	2,764.81	2,764.81	
			535,087.00	535,087.00	
			1,009,237.00	1,009,237.00	
\$ 21,146,256.10	\$ 69,780.08	\$ 21,076,476.02	\$ 2,858,325.98	\$ 2,858,325.98	\$ -0-
\$ 57,139,744.22	\$ 8,922,318.34	\$ 48,217,425.88	\$ 6,256,988.73	\$ 6,256,988.73	
\$ 11,232,098.33	\$ -0-	\$ 11,232,098.33	\$ -0-	\$ 104,732.82	\$ 104,732.82
\$ 11,232,098.33	\$ -0-	\$ 11,232,098.33	\$ -0-	\$ 104,732.82	\$ 104,732.82
\$ -0-	\$ -0-	\$ -0-	\$ -0-	\$ -0-	\$ -0-
42,014,560.30	496,205.73	41,518,354.57			
\$ 42,014,560.30	\$ 496,205.73	\$ 41,518,354.57	\$ -0-	\$ 39,210,118.91	\$ 39,210,118.91
\$ -0-	\$ -0-	\$ -0-	\$ -0-	\$ -0-	\$ -0-
73,959,272.86	470,182.75	73,489,090.11			
\$ 73,959,272.86	\$ 470,182.75	\$ 73,489,090.11	\$ -0-	\$ 38,186,206.11	\$ 38,186,206.11
\$ -0-	\$ -0-	\$ -0-	\$ -0-	\$ -0-	\$ -0-

EXHIBIT "C"

	Unexpended Allotments 6-30-69	Appropriations Apportionments and Participations	Allotments
Expenditures.....	\$ -0-	\$ -0-	\$ -0-
Total Urban System.....	\$ 20,229,573.96	\$ 20,036,033.05	\$ 20,036,033.05
Public Service Roads:			
Appropriation.....	\$ -0-	\$ 1,631,142.00	\$ 1,631,142.00
Property Owners Participation.....		258,958.16	258,958.16
Expenditures.....			
Total Public Service Roads.....	\$ 2,783,889.29	\$ 1,890,100.16	\$ 1,890,100.16
Total State Maintenance and Construction.....	\$ 69,446,612.25	\$167,896,753.91	\$167,896,753.91
HPS/HPR/PR—Federal Aid:			
Unexpended Allotments Brought Forward.....	\$ 214,864.07	\$ -0-	\$ -0-
Apportionments:			
Available for Obligation.....		1,429,051.00	
Under Obligation.....		1,550,836.78	1,471,794.00
Cities and Towns Participation.....		39,845.00	39,845.00
Expenditures.....			
Total Federal Aid—HPS/HPR/PR.....	\$ 214,864.07	\$ 3,019,732.78	\$ 1,511,639.00
State Funds to Match Federal Aid.....	\$ -0-	\$ 1,137,561.80	\$ 772,261.00
Total HPS/HPR/PR—Federal Aid.....	\$ 214,864.07	\$ 4,157,294.58	\$ 2,283,900.00
Highway Construction—Federal Aid:			
Unexpended Allotments Brought Forward.....	\$123,753,436.90	\$ -0-	\$ -0-
Apportionments:			
Not Available for Obligation.....		53,486,094.00	
Available for Obligation.....		125,835.00	
Under Obligation.....		91,296,999.54	74,772,211.00
Participation by:			
Cities and Towns.....		140,856.59	140,856.59
Property Owners.....		62,086.27	62,086.27
Expenditures.....			
Total Federal Aid Construction Funds.....	\$123,753,436.90	\$145,111,871.40	\$ 74,975,153.86
State Funds to Match Federal Aid.....	\$ -0-	\$ 58,106,825.06	\$ 35,307,644.51
Total Highway Construction—Federal Aid.....	\$123,753,436.90	\$203,218,696.46	\$110,282,798.37
Capital Improvements:			
1961-63 Biennium:			
Appropriations.....		8,300.00	7,979.31
Total 1961-63 Biennium.....	(\$ 1,277.48)	\$ 8,300.00	\$ 7,979.31
1963-65 Biennium:			
Appropriations.....	\$ -0-	\$ 156,174.20	\$ 151,077.54
Expenditures.....			
Total 1963-65 Biennium.....	\$ 100,550.08	\$ 156,174.20	\$ 151,077.54

Continued

Expenditures			Unallotted Appropriations	Unexpended Appropriations	Unexpended Allotments
Gross	Receipts	Net			
\$ 12,036,357.44	\$ 3,873.14	\$ 12,032,484.30	\$ -0-	\$ -0-	\$ -0-
\$ 12,036,357.44	\$ 3,873.14	\$ 12,032,484.30	\$ -0-	\$ 28,233,122.71	\$ 28,233,122.71
\$ -0-	\$ -0-	\$ -0-	\$ -0-	\$ -0-	\$ -0-
3,107,159.30	13,355.66	3,093,803.64			
\$ 3,107,159.30	\$ 13,355.66	\$ 3,093,803.64	\$ -0-	\$ 1,580,185.81	\$ 1,580,185.81
\$ 131,117,349.90	\$ 983,617.28	\$ 130,133,732.62	\$ -0-	\$ 107,209,633.54	\$ 107,209,633.54
\$ -0-	\$ -0-	\$ -0-	\$ -0-	\$ -0-	\$ -0-
1,816,793.20		1,816,793.20	1,429,051.00 79,042.78		
\$ 1,816,793.20	\$ -0-	\$ 1,816,793.20	\$ 1,508,093.78	\$ 2,555,365.45	\$ 681,970.87
\$ -0-	\$ -0-	\$ -0-	\$ 365,300.80	\$ -0-	\$ -0-
\$ 1,816,793.20	\$ -0-	\$ 1,816,793.20	\$ 1,873,394.58	\$ 2,555,365.45	\$ 681,970.87
\$ -0-	\$ -0-	\$ -0-	\$ -0-	\$ -0-	\$ -0-
95,941,704.07	1,039.90	95,940,664.17	53,486,094.00 125,835.00 16,524,788.54		
\$ 95,941,704.07	\$ 1,039.90	\$ 95,940,664.17	\$ 70,136,717.54	\$ 231,031,469.19	\$ 138,095,571.10
\$ -0-	\$ -0-	\$ -0-	\$ 22,799,180.55	\$ -0-	\$ -0-
\$ 95,941,704.07	\$ 1,039.90	\$ 95,940,664.17	\$ 92,935,898.09	\$ 231,031,469.19	\$ 138,095,571.10
\$ -0-	\$ -0-	\$ -0-	\$ 320.69	\$ -0-	\$ -0-
\$ -0-	\$ -0-	\$ -0-	\$ 320.69	\$ 7,022.52	\$ 6,701.83
\$ -0-	\$ -0-	\$ -0-	\$ 5,096.66	\$ -0-	\$ -0-
220,465.76		220,465.76			
\$ 220,465.76	\$ -0-	\$ 220,465.76	\$ 5,096.66	\$ 36,258.52	\$ 31,161.86

EXHIBIT "C"

	Unexpended Allotments 6-30-69	Appropriations Apportionments and Participations	Allotments
1965-67 Biennium:			
Appropriations.....	\$ -0-	(\$ 28,807.32)	(\$ 30,668.67)
Expenditures.....			
Total 1965-67 Biennium.....	\$ 144,982.80	(\$ 28,807.32)	(\$ 30,668.67)
1967-69 Biennium:			
Appropriations.....	\$ -0-	\$ 942,628.20	\$ 884,034.58
Expenditures.....			
Total 1967-69 Biennium.....	\$ 766,152.43	\$ 942,628.20	\$ 884,034.58
1969-71 Biennium:			
Appropriations.....	\$ -0-	\$ 1,080,000.00	\$ 977,276.25
Expenditures.....			
Total 1969-71 Biennium.....	\$ -0-	\$ 1,080,000.00	\$ 977,276.25
Total Capital Improvements.....	\$ 1,010,407.83	\$ 2,158,295.08	\$ 1,989,699.01
TOTAL ENCUMBRANCE ACCOUNTS.....	\$194,528,437.52	\$388,664,754.71	\$293,686,865.97
TOTAL CURRENT FUND.....	\$194,528,437.52	\$443,139,169.32	\$341,904,291.85
DEBT SERVICE FUNDS:			
Retirement of Secondary Road Bonds.....	\$ -0-	\$ 12,200,000.00	\$ 12,200,000.00
Interest on Secondary Road Bonds.....		186,250.00	186,250.00
Interest on Bond Anticipation Notes— Highway Bond Act of 1965.....		4,607,817.00	4,607,816.80
Retirement of Bonds—Highway Bond Act of 1965.....		13,000,000.00	12,000,000.00
Interest on Bonds—Highway Bond Act of 1965.....		5,407,000.00	5,075,750.00
Redemption of Bond Anticipation Notes— Highway Bond Act of 1965.....		5,000,000.00	5,000,000.00
Total Debt Service Funds.....	\$ -0-	\$ 40,401,067.00	\$ 39,069,816.80
GRAND TOTALS.....	\$194,528,437.52	\$483,540,236.32	\$380,974,108.65
SUMMARY			
Non-Highway Departments:			
Current Accounts.....	\$ -0-	\$ 30,539,612.61	\$ 27,140,949.86
Encumbrance Accounts.....	103,116.47	11,233,714.68	11,233,714.68
Total Non-Highway Departments.....	\$ 103,116.47	\$ 41,773,327.29	\$ 38,374,664.54
Highway Commission:			
Total Current Accounts—Highway Commission.....	\$ -0-	\$ 23,934,802.00	\$ 21,076,476.02
Total State Maintenance and Construction.....	69,446,612.25	167,896,753.91	167,896,753.91
Total HPS/HPR/PR—Federal Aid.....	214,864.07	4,187,294.58	2,283,900.00
Total Highway Construction—Federal Aid.....	123,753,436.90	203,218,696.46	110,282,798.37
Total Capital Improvements.....	1,010,407.83	2,158,295.08	1,989,699.01
Total Highway Commission.....	\$194,425,321.05	\$401,365,842.03	\$303,529,627.31
Total Debt Service Funds.....	\$ -0-	\$ 40,401,067.00	\$ 39,069,816.80
GRAND TOTALS.....	\$194,528,437.52	\$483,540,236.32	\$380,974,108.65

Continued

Expenditures			Unallotted Appropriations	Unexpended Appropriations	Unexpended Allotments
Gross	Receipts	Net			
\$ -0- 73,444.11	\$ -0-	\$ -0- 73,444.11	\$ 1,861.35	\$ -0-	\$ -0-
\$ 73,444.11	\$ -0-	\$ 73,444.11	\$ 1,861.35	\$ 42,731.37	\$ 40,870.02
\$ -0- 1,145,843.56	\$ -0-	\$ -0- 1,145,843.56	\$ 58,593.62	\$ -0-	\$ -0-
\$ 1,145,843.56	\$ -0-	\$ 1,145,843.56	\$ 58,593.62	\$ 562,937.07	\$ 504,343.45
\$ -0- 328,394.07	\$ -0-	\$ -0- 328,394.07	\$ 102,723.75	\$ -0-	\$ -0-
\$ 328,394.07	\$ -0-	\$ 328,394.07	\$ 102,723.75	\$ 751,605.93	\$ 648,882.18
\$ 1,768,147.50	\$ -0-	\$ 1,768,147.50	\$ 168,596.07	\$ 1,400,555.41	\$ 1,231,959.34
\$ 241,876,093.00	\$ 984,657.18	\$ 240,891,435.82	\$ 94,977,888.74	\$ 342,301,756.41	\$ 247,323,867.67
\$ 299,015,837.22	\$ 9,906,975.52	\$ 289,108,861.70	\$ 101,234,877.47	\$ 348,558,745.14	\$ 247,323,867.67
\$ 12,200,000.00 186,250.00 4,607,816.80 12,000,000.00 5,075,750.00 5,000,000.00	\$ -0-	\$ 12,200,000.00 186,250.00 4,607,816.80 12,000,000.00 5,075,750.00 5,000,000.00	\$ -0- .20 1,000,000.00 331,250.00	\$ -0- .20 1,000,000.00 331,250.00	\$ -0-
\$ 39,069,816.80	\$ -0-	\$ 39,069,816.80	\$ 1,331,250.20	\$ 1,331,250.20	\$ -0-
\$ 338,085,654.02	\$ 9,906,975.52	\$ 328,178,678.50	\$ 102,566,127.67	\$ 349,889,995.34	\$ 247,323,867.67
\$ 35,993,488.12 11,232,098.33	\$ 8,852,586.26	\$ 27,140,949.86 11,232,098.33	\$ 3,398,662.75	\$ 3,398,662.75 104,732.82	\$ -0- 104,732.82
\$ 47,225,586.45	\$ 8,852,538.26	\$ 38,373,048.19	\$ 3,398,662.75	\$ 3,503,395.57	\$ 104,732.82
\$ 21,146,256.10 131,117,349.90 1,816,793.20 95,941,704.07 1,768,147.50	\$ 69,780.08 983,617.28 1,039.90	\$ 21,076,476.02 130,133,732.62 1,816,793.20 95,940,664.17 1,768,147.50	\$ 2,858,325.98 1,873,394.58 92,935,898.09 168,596.07	\$ 2,858,325.98 107,209,633.54 2,555,365.45 231,031,469.19 1,400,555.41	\$ -0- 107,209,633.54 681,970.87 138,095,571.10 1,231,959.34
\$ 251,790,250.77	\$ 1,054,437.26	\$ 250,735,813.51	\$ 97,836,214.72	\$ 345,055,349.57	\$ 247,219,134.85
\$ 39,069,816.80	\$ -0-	\$ 39,069,816.80	\$ 1,331,250.20	\$ 1,331,250.20	\$ -0-
\$ 338,085,654.02	\$ 9,906,975.52	\$ 328,178,678.50	\$ 102,566,127.67	\$ 349,889,995.34	\$ 247,323,867.67

**NORTH CAROLINA STATE HIGHWAY COMMISSION
RALEIGH, NORTH CAROLINA
INVENTORY—STORES
June 30, 1970**

SCHEDULE "1"

EQUIPMENT DEPARTMENT:	
Repair Papers.....	\$ 3,132,960.95
Gas and Oil.....	304,706.89
Bridge Maintenance Inventory.....	173,237.57
Landscape Department Inventory.....	146,072.54
Quarry and Pipe Plant Inventory.....	40,306.48
Maintenance — Division Two.....	12,352.00
 Total to Exhibit "A".....	 \$ 3,809,636.43

**NORTH CAROLINA STATE HIGHWAY COMMISSION
RALEIGH, NORTH CAROLINA
RESERVES
June 30, 1970**

SCHEDULE "2"

Federal Participation — HPS/HPR/PR.....	\$ 1,508,093.78
Federal Participation — Construction.....	70,136,717.54
State Funds to Match Federal Participation — HPS/HPR/PR.....	365,300.80
State Funds to Match Federal Participation — Construction.....	23,499,180.55
State Aid to Municipalities.....	382,103.40
Capital Improvements.....	168,596.07
Additional Salary Requirements.....	1,396,667.00
Highway Safety Program.....	1,947,381.50
Highway Beautification Program.....	63,169.88
Contingencies.....	317,000.00
Employer's Contribution — Retirement System.....	100,000.00
Employer's Contribution — Social Security.....	100,000.00
Scenic Highways.....	900,000.00
State Maintenance and Construction — Primary System.....	5,500,000.00
Appropriations in Excess of Estimated Revenue.....	7,164,187.00
 Total to Exhibit "A".....	 \$113,548,397.52

**NORTH CAROLINA STATE HIGHWAY COMMISSION
RALEIGH, NORTH CAROLINA
SEPTEMBER 30, 1970**

STATE HIGHWAY BOND FUND

The State Highway Bond Fund was established for the purpose of accounting for expenditures under the "State Highway Bond Act of 1965." This Act, which is set forth in Chapter 46 of the 1965 Session Laws, was enacted by the 1965 General Assembly authorizing the State Treasurer to issue and sell bonds of the State to be designated "State of North Carolina Highway Bonds" in an aggregate principal amount not to exceed \$300,000,000. The Act appropriated the proceeds of the sale of these bonds to the State Highway Commission exclusively for the purpose of constructing, improving or relocating roads, bridges, tunnels, and other highway facilities constituting at the time of such construction, improvement or relocation, a part of the State Highway System. The Act, which was subject to a vote of the people of the State, was approved by a majority of the qualified voters of the State of North Carolina at a special election held on November 2, 1965.

At June 30, 1970 bonds totaling \$180,000,000 had been issued, and of this principal amount \$42,000,000 of the bonds had become due and had been redeemed. These transactions were handled through the Debt Service Fund—Highway Construction Bonds of 1965, the details of which have been set forth on pages 18, 19 and 20 of the first section of this report.

All construction or improvement in Highway facilities performed under the Bond Program has been financed by the use of cash from the Highway Current Fund, and the Current Fund has been reimbursed monthly from the Bond Fund from cash borrowed by the issuance of bond anticipation notes, from the proceeds of the sale of bonds, or from cash acquired from both sources.

The financial condition of this fund at June 30, 1970, and the result of operations under the Bond Program for the period extending from July 1, 1965, through June 30, 1970, are presented in the following comments and attached Exhibits "A" and "B".

Cash on Deposit—State Treasurer—\$67,604,222.79—Exhibit "A":

On June 30, 1970, the balance of cash deposited with the State Treasurer, which was obtained from the sale of bonds and bond anticipation notes, amounted to \$67,604,222.79.

Bond Authorized \$300,000,000—Exhibit "A":

Bonds Issued \$180,000,000—Exhibit "A":

Notes Issued \$5,000,000—Exhibit "A":

Bonds Authorized and Unissued \$115,000,000—Exhibit "A":

Bonds totaling \$180,000,000 had been issued on June 30, 1970. These bonds were issued in three installments of \$60,000,000 each. The first installment was issued February 1, 1967, the second on August 1, 1967, and the third on August 1, 1968. Of the \$60,000,000 Bond Anticipation Notes issued January 1, 1968, \$5,000,000.00 were redeemed on July 31,

1969. It is the State Treasurer's intention that bonds will not be issued for this amount. There remains only \$115,000,000 bonds authorized and unissued.

Due to Current Fund—\$6,450,529.31—Exhibit "A":

This item results from expenditures made from the Current Fund cash during the month of June, 1970, on the construction program being carried out under the State Highway Bond Act of 1965. The Current Fund is reimbursed on a monthly basis from the Bond Fund with cash borrowed by the issuance bond of anticipation notes, from the proceeds of the sale of bonds, or from cash acquired from both sources.

Bond Anticipation Notes Payable—\$115,000,000—Exhibit "A":

This is represented by outstanding notes issued by the State Treasurer on July 30, 1969, for \$55,000,000 and February 12, 1970, for \$60,000,000, borrowed in anticipation of the sale of bonds as provided by the State Highway Bond Act of 1965.

Unallotted Reserves—\$21,076,675.45—Exhibit "A":

The Act authorized the issuance of bonds in an aggregate principal amount not to exceed \$300,000,000 which has been increased by \$149,216.04 resulting from agreements by cities and towns and other property owners to participate in the cost of construction and improvement under the bond program in that amount at June 30, 1970. Of this total amount of \$300,149,216.04 to become available, \$279,072,540.59 had been allotted to specific work orders at June 30, 1970, leaving an unallotted balance of \$21,076,675.45 as shown in Exhibit "A".

Unexpended Allotments—\$40,077,018.03—Exhibit "A":

Of the \$279,072,540.59 which had been allotted for specific jobs or work orders at June 30, 1970, expenditures of \$238,995,522.56 had been charged against these allotments leaving a balance of \$40,077,018.03.

General

By reference to Exhibit "A", it will be noted that the balance of unallotted reserves of \$21,076,675.45 and the unexpended allotments totaling \$40,077,018.03 leaves a balance of \$61,153,693.48 at June 30, 1970, to be spent on the Bond Program. It is to be noted that of the expenditures of \$238,995,522.56, work having a total cost of \$98,628,033.54 had been completed at the end of the Fiscal Year 1969-70 on the systems as follows:

Primary System.....	\$ 25,103,237.14
Secondary System.....	54,734,832.32
Urban System.....	18,789,964.08
	\$ 98,628,033.54

**NORTH CAROLINA STATE HIGHWAY COMMISSION
RALEIGH, NORTH CAROLINA
BALANCE SHEET
June 30, 1970**

EXHIBIT "A"

BOND FUND

ASSETS

CASH:			
On Deposit — State Treasurer.....			\$ 67,604,222.79
BONDS:			
Bonds Authorized.....		\$300,000,000.00	
Less: Bonds Issued.....	\$180,000,000.00		
Notes Issued.....	5,000,000.00	185,000,000.00	
Bonds Authorized and Unissued.....			115,000,000.00
TOTAL ASSETS.....			\$182,604,222.79

LIABILITIES AND RESERVES

LIABILITIES:			
Due to Current Fund.....		\$ 6,450,529.31	
Bond Anticipation Notes Payable.....		115,000,000.00	\$121,450,529.31
RESERVES:			
Unallotted Reserves:			
Reserve for Expenditures — Bond Proceeds.....		\$300,000,000.00	
Reserve for Expenditures— Participation by Others:			
Cities and Towns.....	\$ 51,023.76		
Property Owners.....	98,192.28	149,216.04	
Total.....		300,149,216.04	
Less: Allotments			
Prior Fiscal Years.....	\$235,623,864.25		
Current Fiscal Year.....	43,448,676.34	279,072,540.59	
Balance Unallotted Reserves.....			21,076,675.45
Unexpended Allotments:			
Allotments Through June 30, 1970...		279,072,540.59	
Less: Expenditures			
Prior Fiscal Years.....	\$191,307,305.40		
Current Fiscal Year.....	47,688,217.16	238,995,522.56	
Balance Unexpended Allotments.....			40,077,018.03
Balance Unexpended Reserves.....			61,153,693.48
TOTAL LIABILITIES AND RESERVES.....			\$182,604,222.79

NORTH CAROLINA STATE HIGHWAY COMMISSION
RALEIGH, NORTH CAROLINA

BOND FUND

STATEMENT OF FUNDS AUTHORIZED, ALLOCATIONS TO WORK ORDERS,
EXPENDITURES, AND UNEXPENDED BALANCES

Period July 1, 1965 Through June 30, 1970

EXHIBIT "B"

	Funds Authorized By Act	Participation By Others	Total Funds To Be Available	Allocations to Work Orders	Expenditures	Unexpended Balance Funds Authorized
Primary System (Schedule "1")	\$150,000,000.00	\$ -0-	\$150,000,000.00	\$142,525,856.66	\$120,998,988.11	\$ 29,001,011.89
Secondary System (Schedule "2")	75,000,000.00	84,989.96	75,084,989.96	73,436,762.85	67,902,177.17	7,182,792.79
Urban System (Schedule "3")	75,000,000.00	64,246.08	75,064,246.08	63,109,921.08	50,094,357.28	24,969,888.80
	\$300,000,000.00	\$ 149,216.04	\$300,149,216.04	\$279,072,540.59	\$238,995,522.56	\$ 61,153,693.48

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES

As of July 1, 1969

City or Town	County	Div.	Pop. 1960 Census	Population Increment	Certif. Non- System Miles	Mileage Increment	Total Allocation
Aberdeen	Moore	8	1,531	\$ 4,461.70	10.08	\$ 5,741.70	\$ 10,203.40
Absokie	Hertford	1	4,583	13,355.96	26.45	15,066.26	28,422.22
Albemarle	Stanly	10	12,261	35,731.48	72.45	41,268.45	76,999.93
Alexander Mills	Rutherford	13	947	2,759.78	4.53	2,590.35	5,340.13
Andrews	Cherokee	14	1,404	4,091.59	10.86	6,185.99	10,277.58
Angier	Harnett	6	1,249	3,639.89	9.50	5,411.32	9,051.21
Ansonville	Anson	10	558	1,626.15	7.83	4,460.07	6,086.22
Apex	Wake	5	1,368	3,986.68	14.11	8,037.24	12,023.92
Arlington	Yadkin	11	590	1,719.40	6.00	3,417.68	5,137.08
Asheboro	Randolph	8	9,449	27,536.64	53.09	30,240.74	57,777.38
Asheville	Buncombe	13	60,192	175,413.87	331.66	188,917.79	364,331.66
Askewville	Bertie	1	195	568.28	1.21	689.23	1,257.51
Atkinson	Pender	3	302	880.10	3.79	2,188.83	3,038.93
Atlantic Beach	Currier	2	76	221.48	9.13	5,200.56	5,422.04
Aulander	Bertie	1	1,083	3,156.12	5.35	3,047.43	6,203.55
Aurora	Beaufort	2	449	1,308.49	6.96	3,964.51	5,273.00
Autryville	Sampson	3	192	559.53	3.44	1,959.47	2,519.00
Ayden	Fitt	2	3,108	9,087.45	18.75	10,680.24	19,737.69
Bailey	Nash	4	795	2,316.82	4.92	2,802.49	5,119.31
Bakersville	Mitchell	13	393	1,145.30	2.99	1,703.14	2,848.44
Banner Elk	Avery	11	564	1,643.63	4.28	2,437.94	4,081.57
Bath	Beaufort	2	346	1,008.33	1.70	968.34	1,976.67
Battleboro	Nash	4	364	1,060.78	3.33	1,896.81	2,957.59
Bayboro	Pamlico	2	545	1,588.26	3.80	2,164.53	3,752.79
Bear Grass	Martin	1	103	300.17	0.55	313.29	613.46

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES—Continued

City or Town	County	Div.	Pop. 1960 Census	Population Increment	Certif. Non- System Miles	Mileage Increment	Total Allocation
Beaufort.....	Carteret.....	2	2,922	\$ 8,515.41	12.87	\$ 7,330.92	\$ 15,846.33
Belhaven.....	Beaufort.....	2	2,386	6,953.37	15.40	8,772.04	15,725.41
Belmont.....	Gaston.....	12	5,007	14,591.59	19.40	11,050.49	25,642.08
Benson.....	Johnston.....	4	2,355	6,863.03	14.75	8,401.79	15,264.82
Bessemer City.....	Gaston.....	12	4,017	11,706.50	31.80	18,113.69	29,820.19
Bethel.....	Pitt.....	2	1,578	4,598.67	9.40	5,354.36	9,953.03
Beulaville.....	Duplin.....	3	1,062	3,094.92	9.49	5,405.62	8,500.54
Biltmore Forest.....	Buncombe.....	13	1,004	2,925.90	16.99	9,677.72	12,603.62
Biscoe.....	Montgomery.....	8	1,053	3,068.69	7.29	4,152.48	7,221.17
Black Creek.....	Wilson.....	4	310	903.41	2.14	1,218.97	2,122.38
Black Mountain.....	Buncombe.....	13	1,313	3,826.40	15.78	8,988.49	12,814.89
Bladenboro.....	Bladen.....	6	774	2,255.62	4.94	2,813.89	5,069.51
Blowing Rock.....	Watauga.....	11	711	2,072.02	18.71	10,657.45	12,729.47
Boiling Spring Lakes.....	Brunswick.....	3	-0-	-0-	71.19	40,550.74	40,550.74
Boiling Springs.....	Cleveland.....	12	1,311	3,820.57	7.54	4,294.88	8,115.45
Bolivia.....	Brunswick.....	3	201	585.76	0.94	535.44	1,121.20
Bolton.....	Columbus.....	6	617	1,798.09	5.75	3,275.27	5,073.36
Boone.....	Watauga.....	11	3,686	10,741.88	30.61	17,438.85	28,177.73
Boonville.....	Yadkin.....	11	539	1,570.77	5.06	2,882.24	4,453.01
Bostic.....	Rutherford.....	13	274	798.50	3.04	1,731.62	2,530.12
Brevard.....	Transylvania.....	14	4,857	14,154.46	15.27	\$ 9,097.99	22,862.45
Bridgeton.....	Craven.....	2	638	1,859.28	3.18	1,811.37	3,670.65
Brookway.....	Lee.....	8	466	1,358.04	6.24	3,554.38	4,912.42
Brookford.....	Catawba.....	12	596	1,736.89	3.65	2,079.09	3,815.98
Brunswick.....	Columbus.....	6	169	482.51	0.75	427.21	919.72

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES—Continued

City or Town	County	Div.	Pop. 1960 Census	Population Increment	Certif. Non- System Miles	Mileage Increment	Total Allocation
Columbia.....	Tyrrell.....	1	1,099	\$ 3,202.75	4.07	\$ 2,318.32	\$ 5,521.07
Columbus.....	Polk.....	14	725	2,112.82	6.26	3,565.78	5,678.60
Concord.....	Cabarrus.....	10	17,799	51,870.54	74.27	42,305.14	94,175.68
Conetoe.....	Edgecombe.....	4	147	428.39	2.02	1,150.62	1,579.01
Conover.....	Catawba.....	12	2,281	6,647.38	20.69	11,785.29	18,432.67
Conway.....	Northampton.....	1	662	1,929.23	3.17	1,805.67	3,734.90
Cornelius.....	Mecklenburg.....	10	1,444	4,208.16	9.08	5,172.08	9,380.24
Cove City.....	Craven.....	2	551	1,605.75	2.31	1,315.81	2,921.56
Cramerton.....	Gaston.....	12	3,400*	9,908.41	6.73	3,833.49	13,741.90
Creedmoor.....	Granville.....	5	862	2,512.07	6.94	3,953.11	6,465.18
Creswell.....	Washington.....	1	402	1,171.52	1.58	899.99	2,071.51
Crossnore.....	Avery.....	11	277	807.24	1.89	1,076.57	1,883.81
Dallas.....	Gaston.....	12	3,270	9,529.56	18.52	10,549.23	20,078.79
Danbury.....	Stokes.....	9	175	509.99	2.64	1,503.78	2,013.77
Davidson.....	Mecklenburg.....	10	2,573	7,498.34	11.46	6,527.76	14,026.10
Denton.....	Davidson.....	9	852	2,482.93	8.26	4,705.00	7,187.93
Dillsboro.....	Jackson.....	14	140	407.99	2.41	1,372.77	1,780.76
Dobson.....	Surry.....	11	684	1,993.34	6.38	3,634.13	5,627.47
Dover.....	Craven.....	2	651	1,897.17	2.21	1,258.84	3,156.01
Drexel.....	Burke.....	12	1,146	3,339.72	9.75	5,553.73	8,893.45
Dublin.....	Bladen.....	6	366	1,066.61	3.08	1,754.41	2,821.02
Dunn.....	Harnett.....	6	7,566	22,049.13	45.83	26,105.36	48,154.49
Durham.....	Durham.....	5	78,302	228,190.73	304.35	173,361.66	401,552.39
East Bend.....	Yadkin.....	11	446	1,299.75	4.71	2,662.88	3,962.63
East Laurinburg.....	Scotland.....	8	695	2,025.40	2.67	1,520.87	3,546.27

East Spencer.....	9	2,171	6,326.81	12.56	7,171.43	13,498.24
Eden.....	7	16,750*	48,813.90	90.67	51,646.79	100,460.29
Edenton.....	1	4,458	12,991.68	20.38	11,608.71	24,000.39
Elizabeth City.....	1	14,062	40,980.03	45.04	25,655.36	66,635.39
Elizabethtown.....	6	1,625	4,735.64	9.34	5,320.18	10,055.82
Elkin.....	11	2,868	8,358.04	19.61	11,170.11	19,528.15
Elk Park.....	11	460	1,340.55	4.15	2,363.89	3,704.44
Ellenboro.....	13	492	1,433.81	4.20	2,392.37	3,826.18
Ellerbe.....	8	843	2,456.70	8.17	4,653.74	7,110.44
Elm City.....	4	729	2,124.48	5.84	3,326.54	5,451.02
Elon College.....	7	1,284	3,741.89	5.86	3,337.93	7,079.82
Emerald Isle.....	2	14	40.80	15.72	8,954.31	8,995.11
Enfield.....	4	2,978	8,678.60	17.02	9,694.81	18,373.41
Erwin.....	6	3,650*	10,636.97	14.54	8,282.17	18,919.14
Eureka.....	4	246	716.90	1.35	768.98	1,485.88
Everetts.....	1	225	655.70	1.20	683.53	1,339.23
Fair Bluff.....	6	1,030	3,001.67	12.45	7,091.68	10,093.35
Fairmont.....	6	2,286	6,661.95	15.44	8,794.82	15,486.77
Fason.....	3	666	1,940.88	7.08	4,032.86	5,973.74
Faith.....	9	494	1,439.63	5.14	2,927.81	4,367.44
Falcon.....	6	235	684.85	2.34	1,332.89	2,017.74
Falkland.....	2	140	407.99	0.05	28.48	436.47
Farmville.....	2	3,997	11,648.21	23.34	13,294.76	24,942.97
Fayetteville.....	6	47,106	137,278.13	206.34	117,533.91	254,812.04
Forest City.....	13	6,556	19,105.75	36.57	20,830.74	39,636.49
Fountain.....	2	496	1,445.46	3.32	1,891.11	3,336.57
Four Oaks.....	4	1,010	2,943.38	8.38	4,773.36	7,716.74
Franklin.....	14	2,173	6,332.64	18.06	10,287.21	16,619.85
Franklington.....	5	1,513	4,409.24	8.39	4,779.05	9,188.29
Franklinville.....	8	686	1,999.17	4.53	2,580.35	4,579.52
Franklinville.....	8	686	1,999.17	4.53	2,580.35	4,579.52

*Unincorporated at time of 1960 Federal Decennial Census, population estimated as provided by Chapter 160-4.1.

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES—Continued

City or Town	County	Div.	Pop. 1960 Census	Population Increment	Certif. Non- System Miles	Mileage Increment	Total Allocation
Fremont.....	Wayne.....	4	1,009	\$ 4,689.01	10.66	\$ 6,072.07	\$ 10,761.08
Fuquay-Varina.....	Wake.....	5	3,389	9,876.36	21.14	12,041.62	21,917.98
Garland.....	Sampson.....	3	642	1,870.94	9.82	5,593.60	7,464.54
Garner.....	Wake.....	5	3,451	10,057.04	20.19	11,500.48	21,557.52
Garysburg.....	Northampton.....	1	181	527.48	1.63	928.47	1,455.95
Gaston.....	Northampton.....	1	1,214	3,537.89	9.58	5,456.89	8,994.78
Gastonia.....	Gaston.....	12	37,276	108,631.17	193.71	110,339.70	218,970.87
Gatesville.....	Gates.....	1	460	1,340.55	1.77	1,008.21	2,348.76
Gibson.....	Scotland.....	8	501	1,460.03	4.43	2,523.39	3,983.42
Gibsonville.....	Guilford.....	7	1,784	5,199.00	11.12	6,334.09	11,533.09
Glen Alpine.....	Burke.....	13	734	2,139.05	4.20	2,392.37	4,531.42
Godwin.....	Cumberland.....	6	149	434.22	1.06	603.79	1,038.01
Goldboro.....	Wayne.....	4	28,873	84,142.82	107.79	61,398.57	145,541.39
Goldston.....	Chatham.....	8	374	1,089.93	4.14	2,358.20	3,448.13
Graham.....	Alamance.....	7	7,723	22,506.67	37.16	21,166.81	43,673.48
Granite Falls.....	Caldwell.....	11	2,644	7,705.25	17.11	9,746.08	17,451.33
Granite Quarry.....	Rowan.....	9	1,059	3,086.18	7.09	4,038.56	7,124.74
Greensboro.....	Guilford.....	7	119,574	348,467.20	525.00	299,046.73	647,513.93
Greenville.....	Pitt.....	2	22,860	66,619.50	105.60	60,151.11	126,770.61
Gritton.....	Pitt.....	2	1,816	5,292.26	7.01	3,992.99	9,285.25
Grimesland.....	Pitt.....	2	362	1,054.95	2.15	1,224.67	2,279.62
Grover.....	Cleveland.....	12	538	1,567.86	4.78	2,722.75	4,290.61
Halifax.....	Halifax.....	4	370	1,078.27	3.19	1,817.06	2,895.33
Hamilton.....	Martin.....	1	565	1,646.54	3.68	2,096.18	3,742.72
Hamlet.....	Richmond.....	8	4,460	12,997.51	30.29	17,253.57	30,251.08

Harmony.....	12	322	938.38	1.80	1,025.30	1,963.68
Harrellsville.....	1	171	498.33	0.54	307.59	805.92
Hartford.....	1	147	428.39	1.69	962.65	1,391.04
Hassell.....	2	2,433	7,090.34	8.41	4,790.44	11,880.78
Havlock.....	14	428	1,247.29	3.10	1,765.80	3,013.09
Hayesville.....	14	1,925	5,609.91	8.21	4,676.52	10,286.43
Hazelwood.....	5	12,740	37,127.40	62.46	35,578.02	72,705.42
Henderson.....	14	5,911	17,226.07	46.59	26,538.26	43,764.33
Hendersonville.....	1	2,068	6,026.65	7.96	4,534.12	10,560.77
Perquimans.....	12	19,328	56,326.41	109.38	62,301.25	118,630.66
Hickory.....	14	597	1,739.80	13.21	7,524.59	9,264.39
Highlands.....	7	62,063	180,866.41	245.60	139,896.91	320,763.32
High Point.....	7	1,349	3,931.31	9.26	5,274.61	9,205.92
Hillsborough.....	4	630	1,835.97	4.24	2,415.16	4,251.13
Hobgood.....	8	344	1,002.50	13.11	7,467.62	8,470.12
Hofman.....	3	731	2,130.31	4.31	2,455.03	4,585.34
Holly Ridge.....	5	558	1,626.15	3.87	2,204.40	3,830.55
Holly Springs.....	2	358	1,043.30	1.19	1,247.45	2,290.75
Hookerton.....	6	1,109	3,231.89	13.58	7,735.34	10,967.23
Hope Mills.....	13	723	2,107.00	7.54	4,294.88	6,401.88
Hot Springs.....	11	1,536	4,476.27	14.72	8,384.70	12,860.97
Hudson.....	10	1,004	2,925.90	9.74	5,848.03	8,473.93
Huntersville.....	10	364	1,060.78	1.30	740.50	1,801.28
Indian Trail.....	1	765	2,229.39	3.87	2,204.40	4,433.79
Norfolk.....	3	13,491	39,316.00	53.80	30,645.17	69,961.17
Northampton.....	7	1,247	3,634.06	6.50	3,702.48	7,336.54
Onslow.....	1	538	1,567.86	3.06	1,743.02	3,310.88
Guilford.....	11	814	2,372.19	9.82	5,593.60	7,965.79
Jamesstown.....	11	1,895	5,522.48	9.89	5,635.47	11,155.95
Jameville.....	1	362	1,054.95	2.71	1,543.65	2,598.60
Jefferson.....						
Ashe.....						
Yadkin.....						
Bertie.....						

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES—Continued

City or Town	County	Div.	Pop. 1960 Census	Population Increment	Certif. Non- System Miles	Mileage Increment	Total Allocation
Kemansville.....	Duplin.....	3	724	\$ 2,109.91	5.63	\$ 3,206.92	\$ 5,316.83
Kenly.....	Johnston.....	4	1,147	3,342.63	7.66	4,363.23	7,705.86
Kernersville.....	Forsyth.....	9	2,942	8,573.69	22.79	12,981.48	21,555.17
Kill Devil Hills.....	Dare.....	1	268	781.02	23.28	13,260.59	14,041.61
Kings Mountain.....	Cleveland.....	12	8,008	23,337.22	46.94	26,737.63	50,074.85
Kinston.....	Lenoir.....	2	24,819	72,328.49	80.76	46,001.33	118,330.42
Kittrell.....	Vanet.....	5	121	352.62	1.55	882.90	1,235.52
Knightsdale.....	Wake.....	5	622	1,812.66	4.38	2,494.90	4,307.56
Kure Beach.....	New Hanover.....	3	293	853.87	7.19	4,095.52	4,949.39
La Grange.....	Lenoir.....	2	2,133	6,216.07	10.58	6,026.50	12,242.57
Lake Lure.....	Rutherford.....	13	233	679.02	19.58	11,153.02	11,832.04
Lake Waccamaw.....	Columbus.....	6	780	2,273.11	6.74	3,839.19	6,112.30
Landis.....	Rowan.....	9	1,763	5,137.80	13.15	7,490.41	12,628.21
Lausling.....	Ashe.....	11	278	810.16	1.34	763.28	1,573.44
Lasker.....	Northampton.....	1	119	346.79	1.06	603.79	950.58
Lattimore.....	Cleveland.....	12	257	748.96	1.96	1,116.44	1,865.40
Laurel Park.....	Henderson.....	14	421	1,226.89	32.88	18,728.87	19,955.76
Laurinburg.....	Scotland.....	8	8,242	24,019.16	35.32	20,118.73	44,137.89
Lawndale.....	Cleveland.....	12	723	2,106.99	4.91	2,796.80	4,903.79
Lenoir.....	Caldwell.....	11	10,257	29,891.35	68.13	38,807.72	68,699.07
Lewiston.....	Bertie.....	1	360	1,049.13	1.72	979.74	2,028.87
Lexington.....	Davidson.....	9	16,093	46,898.85	89.90	51,208.19	98,107.04
Liberty.....	Randolph.....	8	1,438	4,190.68	15.85	9,028.36	13,219.04
Lilesville.....	Anson.....	10	635	1,850.54	4.17	2,375.29	4,225.83
Lillington.....	Harnett.....	6	1,242	3,619.48	13.32	7,587.24	11,206.72

Lincolnton.....	12	5,699	16,608.25	30.60	17,430.15	34,038.40
Linden.....	6	157	457.54	1.16	660.75	1,118.29
Littleton.....	5	1,024	2,984.18	5.71	3,252.49	6,236.67
Long Beach.....	3	102	297.25	79.79	46,449.41	45,746.66
Long View.....	12	2,997	8,733.97	19.49	11,101.75	19,835.72
Louisburg.....	5	2,862	8,340.55	13.30	7,575.85	15,916.40
Love Valley.....	12	78*	227.31	1.30	740.50	967.81
Lowell.....	12	2,784	8,113.24	14.04	7,997.36	16,110.60
Lucama.....	4	498	1,451.29	2.47	1,406.94	2,858.23
Lumber Bridge.....	6	100	291.42	1.55	882.90	1,174.32
Lumberton.....	6	15,305	44,602.43	78.90	44,942.45	89,544.88
Macedesfield.....	4	473	1,378.44	2.85	1,623.40	3,001.84
Macon.....	5	187	544.96	1.22	694.93	1,289.89
Rockingham.....	7	1,912	5,572.02	15.07	8,584.06	14,156.08
Magnolia.....	3	629	1,833.06	5.71	3,252.49	5,085.55
Maiden.....	12	2,039	5,942.13	14.47	8,242.30	14,184.43
Manito.....	1	587	1,710.66	2.79	1,589.22	3,299.88
Marion.....	13	3,345	9,748.13	13.66	7,780.91	17,529.04
Marshall.....	13	26	2,698.59	6.70	3,816.41	6,515.00
Mars Hill.....	13	1,574	4,587.01	4.99	2,842.37	7,429.38
Marshville.....	10	1,360	3,963.37	6.65	3,787.92	7,751.29
Matthews.....	10	609	1,774.77	3.60	2,050.61	3,825.38
Maxton.....	6	1,755	5,114.49	13.07	7,444.84	12,559.33
Mayodan.....	7	2,366	6,895.09	-0.1	-0.1	6,895.09 ¹
Maysville.....	2	892	2,599.50	8.14	4,636.65	7,236.15
McAdenville.....	12	748	2,179.85	4.56	2,597.43	4,777.28
McDonald.....	6	79	230.22	0.77	438.60	668.82
McFarlan.....	10	161	469.19	0.95	541.13	1,010.32
McLeane.....	7	2,364	6,889.26	13.40	7,632.81	14,522.07
Micro.....	4	350	1,019.98	2.62	1,492.38	2,512.36

*Unincorporated at time of 1960 Federal Decennial Census, population estimated as provided by Chapter 160-4.1

¹See last page for mileage and mileage increment. Total allocation for Mayodan is \$14,499.42

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES—Continued

City or Town	County	Div.	Pop. 1960 Census	Population Increment	Certif. Non- System Miles	Mileage Increment	Total Allocation
Middleburg.....	Vance.....	5	170	\$ 495.42	1.89	\$ 1,076.57	\$ 1,571.99
Middlesex.....	Nash.....	4	588	1,713.57	5.40	3,075.91	4,789.48
Milton.....	Caswell.....	7	235	684.85	1.81	1,031.00	1,715.85
Mocksville.....	Davie.....	9	2,379	6,932.97	17.22	9,808.73	16,741.70
Monroe.....	Union.....	10	10,882	31,712.75	83.58	47,608.24	79,320.99
Montreat.....	Buncombe.....	13	700*	2,039.97	5.87	3,343.63	5,383.60
Mooreville.....	Iredell.....	12	6,918	20,160.70	38.02	21,656.68	41,817.38
Morehead City.....	Carteret.....	2	5,583	16,270.20	20.03	11,409.35	27,679.55
Morganton.....	Burke.....	13	9,186	26,770.20	55.42	31,567.94	58,338.14
Morrisville.....	Wake.....	5	222	646.96	1.45	825.94	1,472.90
Morven.....	Anson.....	10	518	1,509.58	4.24	2,415.16	3,924.74
Mount Airy.....	Surry.....	11	7,055	20,559.96	29.26	16,666.87	37,226.83
Mount Gilead.....	Montgomery.....	8	1,229	3,581.60	9.30	5,297.40	8,879.00
Mount Holly.....	Gaston.....	12	4,037	11,764.78	23.91	13,619.44	25,384.22
Mount Olive.....	Wayne.....	4	4,673	13,618.24	24.77	14,109.31	27,727.55
Mount Pleasant.....	Cabarrus.....	10	1,041	3,033.72	7.18	4,089.82	7,123.54
Murfreesboro.....	Hertford.....	1	2,643	7,702.33	12.57	7,190.03	14,892.36
Murphy.....	Cherokee.....	14	2,235	6,513.32	13.61	7,752.43	14,965.75
Nags Head.....	Dare.....	1	728*	2,121.57	8.78	5,001.20	7,122.77
Nashville.....	Nash.....	4	1,423	4,146.96	8.89	5,063.86	9,210.82
New Bern.....	Craven.....	2	15,717	45,803.09	57.09	32,519.20	78,322.29
Newland.....	Avery.....	11	564	1,643.63	3.66	2,084.78	3,728.41
New London.....	Stanly.....	10	223	649.88	3.21	1,828.46	2,478.34
Newport.....	Carteret.....	2	861	2,509.16	9.29	5,291.70	7,800.86
Newton.....	Catawba.....	12	6,658	19,403.00	49.20	28,024.95	47,427.95

Newton Grove.....	3	477	1,390.09	2.79	1,580.22	2,979.31
Norlina.....	5	927	2,701.50	8.05	4,585.38	7,286.88
North Wilkesboro.....	11	4,197	12,231.06	27.35	15,575.91	27,809.97
Norwood.....	10	1,844	5,373.86	10.43	5,941.06	11,314.92
Oakboro.....	10	581	1,693.17	6.33	3,005.65	5,298.82
Oak City.....	1	574	1,672.77	3.44	1,959.47	3,632.24
Ocean Isle Beach.....	3	5	14.57	8.68	4,944.24	4,958.81
Old Fort.....	13	787	2,293.51	4.40	2,500.30	4,799.81
Oriental.....	2	522	1,521.23	5.45	3,104.39	4,625.62
Oxford.....	5	6,978	20,335.56	29.43	16,763.70	37,099.26
Pantego.....	2	62	763.53	1.01	575.31	1,338.84
Parkton.....	6	906	2,640.30	4.82	2,745.53	5,385.83
Parrale.....	1	323	941.30	2.52	1,435.42	2,376.72
Peachland.....	10	563	1,640.72	5.02	2,859.46	4,500.18
Pembroke.....	6	1,372	3,998.33	10.73	6,111.95	10,110.28
Pikeville.....	4	525	1,529.97	3.49	1,987.95	3,517.92
Pilot Mountain.....	11	1,310	3,817.65	8.41	4,790.44	8,603.09
Pinebluff.....	8	509	1,483.35	8.42	4,796.14	6,279.49
Pine Levels.....	4	833	2,427.56	4.54	2,586.04	5,013.60
Pinetops.....	4	1,372	3,998.33	9.73	5,542.33	9,540.66
Pineville.....	10	1,514	4,412.16	5.19	2,956.29	7,368.45
Pink Hill.....	2	457	1,331.81	5.48	3,121.48	4,453.29
Pittsboro.....	8	1,215	3,540.80	9.49	5,405.63	8,946.43
Plymouth.....	1	4,666	13,597.84	20.20	11,806.18	25,104.02
Polkton.....	10	530	1,544.55	8.29	4,722.09	6,266.64
Pollockville.....	2	416	1,212.32	3.14	1,788.58	3,000.90
Powellsville.....	1	259	754.79	1.29	734.80	1,489.59
Princeton.....	4	948	2,762.70	4.79	2,728.45	5,491.15
Princetonville.....	4	797	2,322.65	2.71	1,543.65	3,866.30
Proctorville.....	6	188	547.88	1.52	865.81	1,413.69

*Unincorporated at time of 1960 Federal Decennial Census, population estimated as provided by Chapter 160-4.1.

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES—Continued

City or Town	County	Div.	Pop. 1960 Census	Population Increment	Certif. Non- System Miles	Mileage Increment	Total Allocation
Raeferd.....	Hoke.....	8	3,058	8,911.74	17.72	\$ 10,093.54	\$ 19,005.28
Raleigh.....	Wake.....	5	93,931	273,737.37	388.96	221,556.60	495,293.97
Ramser.....	Randolph.....	8	1,258	3,666.11	8.09	4,008.17	8,274.28
Randleman.....	Randolph.....	8	2,232	6,504.58	14.68	8,361.92	14,866.50
Ranlo.....	Gaston.....	12	2,067*	6,023.73	9.26	5,274.62	11,298.35
Red Springs.....	Robeson.....	6	2,767	8,063.70	15.39	8,766.34	16,830.04
Reidsville.....	Rockingham.....	7	14,267	41,577.44	58.93	33,567.28	75,144.72
Rhodhiss.....	Caldwell.....	11	837	2,439.22	5.43	3,093.00	5,532.22
Richfield.....	Stanly.....	10	293	853.87	3.17	1,805.67	2,659.54
Richlands.....	Onslow.....	3	1,079	3,144.46	6.08	3,463.25	6,607.71
Rich Square.....	Northampton.....	1	1,134	3,304.75	8.28	4,716.39	8,021.14
Roanoke Rapids.....	Halifax.....	4	13,320	38,817.66	83.60	47,619.63	86,437.29
Robbins.....	Moore.....	8	1,294	3,771.02	8.79	5,006.90	8,777.92
Robbinsville.....	Graham.....	14	587	1,710.66	3.34	1,902.51	3,613.17
Robersonville.....	Martin.....	1	1,684	4,907.58	16.04	9,136.59	14,044.17
Rockingham.....	Richmond.....	8	5,512	16,063.28	27.53	15,681.44	31,744.72
Rockwell.....	Rowan.....	9	948	2,762.70	6.73	3,833.49	6,596.19
Rocky Mount.....	Nash-Edgecombe.....	4	32,147	93,684.04	136.98	77,854.68	171,538.72
Rolesville.....	Wake.....	5	358	1,043.30	1.67	951.25	1,994.55
Ronda.....	Wilkes.....	11	510	1,486.26	6.06	3,451.85	4,938.11
Roper.....	Washington.....	1	771	2,246.88	5.04	2,870.85	5,117.73
Roseboro.....	Sampson.....	3	1,354	3,945.88	10.13	5,770.18	9,716.06
Rose Hill.....	Duplin.....	3	1,292	3,765.20	11.91	6,784.09	10,549.29
Rosman.....	Transylvania.....	14	419	1,221.07	1.27	723.41	1,944.48
Rowland.....	Robeson.....	6	1,408	4,103.25	13.94	7,940.40	12,043.65

Roxboro.....	5	5,147	14,999.59	19.81	11,284.03	26,283.62
Roxotel.....	1	452	1,317.24	2.32	1,321.50	2,638.74
Ruth.....	13	529	1,541.63	1.76	1,002.52	2,544.15
Rutherford.....	13	3,392	9,885.10	23.52	13,397.29	23,282.39
Saint Pauls.....	6	2,249	6,554.12	13.20	7,515.89	14,073.01
Salemberg.....	3	569	1,658.20	4.88	2,779.71	4,437.91
Salisbury.....	9	21,297	62,064.54	95.80	54,568.91	116,633.45
Saluda.....	14	570	1,661.12	8.28	4,716.39	6,377.51
Sanford.....	8	12,253	35,708.17	55.46	31,590.73	67,298.90
Seacote.....	4	409	1,191.92	1.81	1,031.00	2,222.92
Scotland Neck.....	4	2,974	8,666.85	15.19	8,652.42	17,319.37
Seaboard.....	1	624	1,818.49	4.06	2,312.63	4,131.12
Seagrove.....	8	323	941.30	2.69	1,532.26	2,473.56
Selma.....	4	3,102	9,039.97	17.26	9,831.52	18,871.49
Seven Springs.....	4	207	603.25	1.38	786.06	1,389.31
Seyern.....	1	310	903.41	2.06	1,173.40	2,076.81
Shallotte.....	3	480	1,398.83	6.67	3,799.32	5,195.15
Sharpsburg.....	4	490	1,427.98	5.00	2,845.06	4,276.04
Shelby.....	12	17,698	51,576.20	72.16	41,103.26	92,679.46
Siler City.....	8	4,455	12,982.93	29.74	16,940.28	29,923.21
Sims.....	4	205	597.42	1.07	600.49	1,206.91
Smithfield.....	4	6,117	17,626.40	38.85	22,129.46	39,955.86
Snow Hill.....	2	1,043	3,039.55	5.27	3,001.86	6,041.41
Southern Pines.....	8	5,198	15,148.21	40.64	23,140.06	38,297.27
Southport.....	3	2,034	5,927.56	15.35	8,743.56	14,671.12
Sparta.....	11	1,047	3,051.21	11.68	6,653.08	9,704.29
Speed.....	4	142	413.82	1.01	575.31	989.13
Spencer.....	9	2,904	8,462.95	20.89	11,899.21	20,392.16
Spencer Mountain.....	12	180*	524.56	0.37	210.76	735.32
Spindale.....	13	4,082	11,895.92	25.62	14,593.48	26,489.40
Rutherford.....						

*Unincorporated at time of 1960 Federal Decennial Census, population estimated as provided by Chapter 160-4.1.

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES—Continued

City or Town	County	Div.	Pop. 1960 Census	Population Increment	Certif. Non- System Miles	Mileage Increment	Total Allocation
Spring Hope.....	Nash.....	4	1,336	\$ 3,893.42	7.79	\$ 4,437.28	\$ 8,330.70
Spring Lake.....	Cumberland.....	6	4,110	11,977.52	12.36	7,040.41	19,017.93
Spruce Pine.....	Mitchell.....	13	2,504	7,297.25	17.72	10,093.54	17,390.79
Staley.....	Randolph.....	8	260	757.70	2.88	1,640.48	2,398.18
Stanfield.....	Stanly.....	10	471	1,372.61	3.29	1,874.03	3,246.64
Stanley.....	Gaston.....	12	1,980	5,770.19	11.44	6,516.37	12,286.56
Stantonsburg.....	Wilson.....	4	897	2,614.07	3.58	2,039.21	4,653.28
Star.....	Montgomery.....	8	745	2,171.11	7.48	4,290.71	6,431.82
Statesville.....	Iredell.....	12	19,844	57,830.16	93.48	53,247.41	111,077.57
Stedman.....	Cumberland.....	6	458	1,334.72	4.51	2,568.95	3,903.67
Stem.....	Granville.....	5	221	644.05	1.86	1,059.48	1,703.53
Stoneville.....	Rockingham.....	7	951	2,771.44	7.41	4,220.83	6,992.27
Stovall.....	Granville.....	5	570	1,661.12	2.28	1,298.72	2,959.84
Sunset Beach.....	Brunswick.....	3	39*	113.66	7.47	4,255.01	4,368.67
Surf City.....	Pender.....	3	264	769.36	4.41	2,511.99	3,281.35
Swansboro.....	Onslow.....	3	1,104	3,217.32	5.23	2,979.07	6,196.39
Sylva.....	Jackson.....	14	1,564	4,557.87	10.20	5,810.05	10,367.92
Tabor City.....	Columbus.....	6	2,338	6,813.49	16.78	9,558.10	16,371.59
Tarboro.....	Edgecombe.....	4	8,411	24,511.66	43.35	24,692.72	49,204.38
Tar Heel.....	Bladen.....	6	77*	224.40	2.27	1,293.02	1,517.42
Taylorsville.....	Alexander.....	12	1,470	4,283.93	8.87	5,082.47	9,336.40
Teachey.....	Duplin.....	3	187	544.96	1.90	1,082.26	1,627.22
Thomasville.....	Davidson.....	9	15,190	44,267.29	65.18	37,127.36	81,394.65
Topsail Beach.....	Pender.....	3	97*	282.68	3.84	2,187.31	2,469.99
Trenton.....	Jones.....	2	404	1,177.35	2.06	1,173.40	2,350.75

Troutman.....	12	648	1,888.43	5.59	3,184.14	5,072.57
Troy.....	8	2,346	6,836.80	15.50	8,829.00	15,065.80
Tryon.....	14	2,223	6,478.35	16.67	9,495.45	15,973.80
Turkey.....	3	199	579.93	1.97	1,122.14	1,702.07
Valdese.....	13	2,941	8,570.78	23.85	13,585.27	22,156.05
Vanceboro.....	2	806	2,348.88	7.47	4,255.01	6,603.89
Vandemere.....	2	452	1,317.24	4.01	2,284.15	3,601.39
Vass.....	8	767	2,235.22	8.73	4,972.72	7,207.94
Waco.....	12	256	746.05	2.98	2,443.50	2,443.50
Wade.....	6	400*	1,165.70	1.77	1,008.21	2,173.91
Wadesboro.....	10	3,744	10,910.91	23.11	13,163.75	24,074.66
Wagram.....	8	562	1,637.80	2.75	1,566.43	3,204.23
Wake Forest.....	5	2,664	7,763.53	11.21	6,385.36	14,148.89
Wallace.....	3	2,285	6,659.04	26.30	14,980.82	21,639.86
Walnut Cove.....	9	1,288	3,753.54	9.33	5,314.49	9,068.03
Walstonburg.....	2	191	556.62	1.70	968.34	1,524.96
Warrenton.....	5	1,124	3,275.61	5.28	3,007.56	6,283.17
Warsaw.....	3	2,221	6,472.52	12.93	7,365.09	13,837.61
Washington.....	2	9,039	28,964.62	37.01	21,081.37	50,045.99
Washington Park.....	2	574	1,672.77	4.21	2,398.07	4,070.84
Waxhaw.....	10	729	2,124.48	6.99	3,981.59	6,106.07
Waynesville.....	14	6,159	17,948.80	36.12	20,574.41	38,523.21
Weaverly.....	13	1,041	3,033.72	7.02	3,998.68	7,032.40
Weldon.....	4	2,165	6,309.33	11.23	6,396.75	12,706.08
Wendell.....	5	1,620	4,721.07	9.33	5,314.49	10,035.56
West Jefferson.....	11	1,000	2,914.24	10.56	6,015.11	8,929.35
Whispering Pines.....	9	822*	988.38	16.54	9,421.40	10,359.78
Whitakers.....	4	1,004	2,925.89	5.12	2,916.42	5,812.31
White Lake.....	6	130	378.85	2.92	1,663.27	2,042.12
Whiteville.....	6	4,683	13,647.38	24.98	14,228.93	27,876.31
Columbus.....						

*Unincorporated at time of 1960 Federal Decennial Census, population estimated as provided by Chapter 160-1.1.

STATE STREET AID ALLOCATIONS TO MUNICIPALITIES—Continued

City or Town	County	Div.	Pop. 1960 Census	Population Increment	Certif. Non- System Miles	Mileage Increment	Total Allocation
Wilkesboro.....	Wilkes.....	11	1,568	4,569.53	17.12	\$ 9,751.77	\$ 14,321.30
Williamston.....	Martin.....	1	6,924	20,178.19	29.50	16,803.58	36,981.77
Wilmington.....	New Hanover.....	3	44,013	128,264.39	159.28	90,727.93	218,992.32
Wilson.....	Wilson.....	4	28,753	83,793.11	106.10	60,435.92	144,229.03
Windsor.....	Bertie.....	1	2,116	6,166.53	12.33	7,023.33	13,189.86
Winfall.....	Perquimans.....	1	269	783.93	2.28	1,298.72	2,082.65
Wingate.....	Union.....	10	1,304	3,800.17	6.49	3,696.79	7,496.96
Winston-Salem.....	Forsyth.....	9	111,135	323,573.93	484.85	276,176.77	600,050.70
Winterville.....	Pitt.....	2	1,418	4,132.39	7.40	4,215.13	8,347.52
Winton.....	Hertford.....	1	895	2,433.39	5.31	3,024.64	5,458.03
Woodland.....	Northampton.....	1	651	1,897.17	5.27	3,001.86	4,899.03
Woodville.....	Bertie.....	1	344	1,002.50	0.87	495.56	1,498.06
Wrightsville Beach.....	New Hanover.....	3	723	2,106.99	9.28	5,286.01	7,393.00
Yadkinville.....	Yadkin.....	11	1,644	4,791.01	11.53	6,567.64	11,358.65
Yaupon Beach.....	Brunswick.....	3	89	259.37	8.57	4,881.58	5,140.95
Youngsville.....	Franklin.....	5	596	1,736.89	4.04	2,301.24	4,038.13
Zebulon.....	Wake.....	5	1,534	4,470.44	10.82	6,163.21	10,633.65
TOTALS.....	TOTALS.....		1,925,802	\$ 5,612,247.00	9,852.74	\$ 5,612,247.00	\$ 11,224,494.00
Mayodan (adjustment).....					13.55	7,604.33	7,604.33
REVISED TOTALS.....	REVISED TOTALS.....		1,925,802	\$ 5,612,247.00	9,866.09	\$ 5,619,851.33	\$ 11,232,098.33

1See page 12 for population increment. Total allocation for Mayodan is \$14,499.42.

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